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# *My Goodness — My GUINNESS*



Drawing by J. Gilroy

G.E. 1252



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SATURDAY, NOVEMBER 23, 1946.



## A BRITISH TRIBUTE TO A GREAT AMERICAN: AN ARTIST'S IMPRESSION OF THE LAY-OUT FOR THE PROPOSED ROOSEVELT MEMORIAL IN GROSVENOR SQUARE, LOOKING NORTH ACROSS THE MEMORIAL GARDENS.

In a broadcast on November 17, the Prime Minister, Mr. Clement Attlee, opened an appeal for funds to erect a memorial to the late President Roosevelt in Grosvenor Square—a project sponsored by The Pilgrims, which has received the approval of both Houses of Parliament. In his broadcast Mr. Attlee said: "It will remind future generations, who, please God, will be spared the experience of such ravages and destruction of war as we have known, what President Roosevelt's friendship

meant to our generation in our hour of need. It will also remind them, and perhaps it will help us to remind ourselves of the fundamental decencies of human life and human relationships, for which he stood." The architect responsible for the base of the monument, Mr. B. W. L. Gallannaugh, will, in consultation with the Ministry of Works and the Royal Fine Arts Commission, plan the lay-out of the garden surrounding it. A photograph of the sketch model of the statue appears overleaf.

DRAWN BY OUR SPECIAL ARTIST, CAPTAIN BRYAN DE GRINEAU, AND BASED ON THE ARCHITECT'S PLAN.





By ARTHUR BRYANT.

I SEEM to remember that somewhere Abraham Lincoln observed that no State could remain half-slave and half-free, and that, if it attempted to do so, it would inevitably in the end become wholly slave and not free at all. I am afraid, too, he was right. There is a kind of Gresham's Law in these matters, the base in political idealism and practice inevitably, so it seems, expelling the good. To condone slavery in any form in the State of which one is a member, even though one argues (as one inevitably does, if one is a decent man) that such slavery is only temporary, is to cast an unconscious suffrage in favour of a servile society. Some temporary form of servile society, one argues, serves one's essential ends; it is therefore necessary and must continue until it ceases to be necessary. This is the politics of material opportunism, and the eternal logic of tyrants.

Britain to-day is a State half-free and half-slave. Few of us appear to be conscious of the fact: indeed, politicians of all parties appear to be sublimely unconscious of it. Yet we and they must be very well aware of the facts on which this disquieting truth rests. We know that several million free-born Britons are forbidden to leave certain forms of employment and can be prosecuted in the criminal courts if they do so. Coal-miners, for instance! Now, by any honest system of logic a man is a slave who is compelled by the State against his will to spend his days (which his nature prompts him to spend on the surface in God's daylight and fresh air) hewing coal in the bowels of the earth. The fact that the rest of the community which uses its political power to keep him at this task is desperately in need of such coal does not render him any the less a slave. Nor does the fact that they pay him decent wages for doing what he does not wish to do. Slave-owners have always argued that slavery is necessary for the community of which they were a part. And kindly slave-owners have always pointed out that their slaves were well treated. There have been some very decent slave-owners. I dare say our posterity will say that we were. But if it is a posterity that enjoys and comprehends freedom it will certainly say that we were slave-owners. And it will certainly regard the Essential Works Order and any comparable powers exercised by the modern democratic State to compel men to labour at unwished-for tasks as instruments of slavery. They are a species of concealed whips and chains—less brutal, no doubt, less picturesque, but quite as effective. And when a miner is prosecuted for quitting his employment without permission or a Bevin boy is sentenced to imprisonment for industrial rebellion, I find myself feeling as hot under the collar as one of Abraham Lincoln's contemporaries must have felt when he saw a runaway black being hauled off by the officers of the Law to resume his lawful place in the benevolent and inevitable scheme of things euphemistically known as the "Institution of the South." I can't help asking by what right this man is condemned to a species of servitude while I am left free. Before long others, including the miners, will be asking that question. No; no State can continue indefinitely half-slave and half-free.

At this point I can hear two objections being made to my distasteful logic. Someone—probably on the political "left"—will point out that even before the Essential Works Order, coal-miners and many other industrial labourers were virtually slaves. They had no practical alternative to toiling at an uncongenial calling but starvation for themselves and their dear ones. There is a great deal of truth in this: some very potent and, to anyone who knows the history of industrial Britain in the nineteenth century, shame-making truth. Our wealth and power in the Victorian and Edwardian eras were founded on the coal-miners' ill-required life of toil, peril and darkness. But at any rate coal-miners then had an

alternative; their self-respect was not affronted by being told that any attempt to pursue another profession would be branded as criminal and punished by imprisonment. And it is scarcely a very satisfying argument for those who so roundly condemn the laissez-faire Victorians for condoning the bondage of the industrial labour-market to use those past sufferings as a justification for employing law in the present to impose an even stricter bondage. There is probably no finer body of men in the world than

#### A MODEL OF THE ROOSEVELT MEMORIAL STATUE.



"THE GREAT UPHOLDER OF FREEDOM AND DEMOCRACY": A SKETCH MODEL OF SIR WILLIAM REID DICK'S STATUE OF THE LATE PRESIDENT ROOSEVELT WHICH WILL BE ERECTED IN GROSVENOR SQUARE.

In moving the second reading of the Roosevelt Memorial Bill in the House of Commons on October 11, Mr. Attlee told how Mr. Churchill, on receiving the news of President Roosevelt's death in 1945, had proposed the erection of a memorial in this country—a proposal to which the Bill would give tangible form. He stated that the Duke of Westminster had made the site in Grosvenor Square available, and it was intended to raise the sum of £40,000 for the memorial by appealing for individual subscriptions of not more than 5s., and in this way it would represent the feelings of the British people as a whole. It is, therefore, not proposed to accept contributions from American sources. The statue of Mr. Roosevelt, the work of Sir William Reid Dick, will be 10 ft. high, cast in bronze, and will depict the President standing in a characteristic pose. The plinth is to be of Portland stone, and the dates of Mr. Roosevelt's four inaugurations will appear on tablets at the four corners of the pedestal.

the British miners' leaders, and certainly no finer group in Parliament. But I wonder how they would contrive to explain to the companions of their youth—or even to their own youthful consciences—their part as legislators and members of an absolute majority in a sovereign Parliament in allowing in time of peace legal powers to the Executive to compel men—their own comrades and the sons of their former comrades—to labour at the coal-face. When we presently pause, as we shall do, to consider where we as a people are going—what horrid road we are unconsciously travelling—the conscience of England will suddenly awake.

The other argument in favour of this species of industrial slavery is more likely to come from the political "right." It is that as a nation we cannot do without coal, and, that as sufficient men will not mine coal willingly, they must be compelled to do so. The powers of the modern State, they will argue, are moderately and kindly used (just like that of our old friends in "Uncle Tom's Cabin"), and, anyway, what is the alternative? How shall we export enough to be able to secure essential imports of raw materials to feed our people and keep our factories open if we do not keep the pits filled with reluctant but compulsory labour. To which I reply simply: This is the argument the Devil uses to justify every tyranny and injustice. And, anyway, what sort of an argument does it appear in the mouths of those who are inveighing against the Closed Shop—a mild restriction compared to this far more stringent one—or demanding that controls should be taken off capital? The rights of Labour, said the greatest of all English Conservatives, are more sacred than the rights of Capital.

At the moment I can hear over the wireless the voice of that honourable, harassed and patriotic Englishman, the Prime Minister. He is appealing across the historic table of the Lord Mayor's Banquet for more labour. He is stressing the extreme economic stringency of Britain's position, its bondage to the dollar-anarchs of Washington and Wall Street, our crying national need for more work, more austerity, closer controls. He, too, has a right—a supreme and priority right—to speak in this debate. But there is a voice which has an even greater right to be heard than his. It is the voice of the English conscience: if history be any guide, the most powerful voice in the world. It was the voice that dictated Magna Carta, and The Petition of Right, and, it might well be argued, the Declaration of Independence itself. To the English conscience slave-labour is repugnant and hateful. If you compel an Englishman to remain a coal-miner, he will regard his task not as an obligation and a duty, but as a detestable imposition and will work accordingly. He is working accordingly at the moment, and the coal-production figures are an index of it. And if you ask Englishmen who are at present free to choose and vary their employment to enter the coal-mines, where such freedom is forbidden, what likelihood is there, Englishmen being what they are, of their doing so? How in England can one hope to recruit a "tied"—in other words, servile—occupation from one which is still free? We are surely fools to suppose it possible.

The choice before Englishmen in their present plight is simple. We have faced it before in our history, and have always in the end solved it in the same way. There was a time when we were told that without the slave-trade our maritime and commercial power would collapse like a pack of cards. There was a time when we were told the same thing about the slave-labour of little children in mines and factories. In both cases the conscience of England prevailed. In both cases we did away with the evil thing, let the consequences be what they might. So it is to-day. If we are told that without a species of slavery coal cannot be got, our reply must be, "Then in that case we must do without coal." And if we are told that without a species of slavery Socialism cannot be made to work, we must be prepared to do without Socialism. And if we are told that without a species of slavery Capitalism cannot work, then, it seems to me, we must do without Capitalism. Personally I believe that we can have all these things, if we want them, without slavery. But of this I am quite sure: that, until the nature of Englishmen is different to what it is, slavery we cannot have.





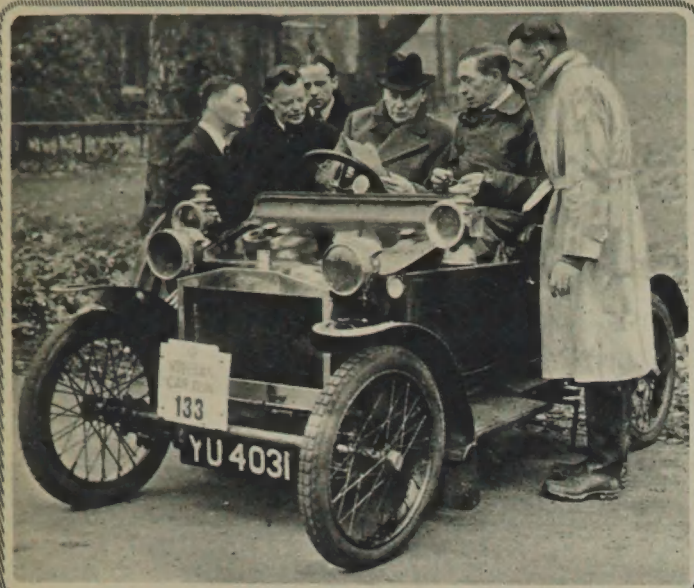
#### THE KING OPENS PARLIAMENT IN SEMI-STATE : HISTORIC PAGEANTRY TEMPERED BY AUSTERITY.

His Majesty the King, accompanied by the Queen, drove from Buckingham Palace in semi-State to open the new Session of Parliament on November 12. The small, glass-sided, maroon Irish State Coach, which Queen Victoria had built for her Irish visit, made one of its rare appearances, as the State Coach is only used for full ceremonials and on this occasion the King was in Naval uniform and the Sword of State was not carried. The coach was drawn by four Windsor greys and their Majesties were escorted by a Captain's Escort of the Household Cavalry with Standard. Much of the pageantry was observed. Rouge Dragon and Bluemantle Pursuivants

and the heralds glowed in mediæval splendour, the Gentlemen-at-Arms provided colour with their uniform and plumed helmets, and the Judges wore their scarlet and ermine. As their Majesties left the House the Royal Standard on the Victoria Tower which had replaced the Union Jack during their presence at Westminster was run down, as shown in our photograph. Crowds all along the route greeted the King and Queen with prolonged cheers, and in Parliament Square three German prisoners working outside the Middlesex Guildhall clambered up on the plinth of the Lincoln statue to greet them.



# CELEBRATING FIFTY YEARS OF FREEDOM FROM THE RED FLAG.

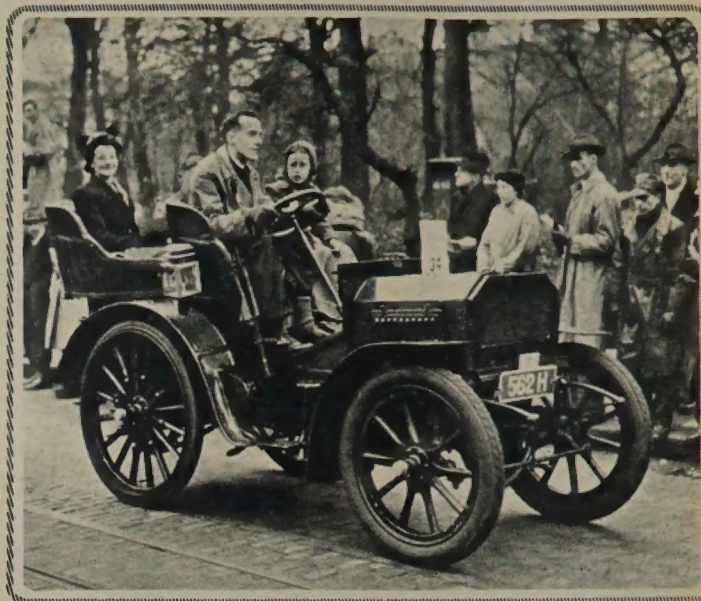


A VETERAN CAR WITH A VETERAN OF THE MOTOR INDUSTRY AS ITS DRIVER: MR. VICTOR RILEY AT THE WHEEL OF HIS 1904 TWO-CYLINDER RILEY FOR THE LONDON-BRIGHTON RUN.



FOUND DERELICT IN A SHED TEN YEARS AGO: A 1900 DE DION BOUTON (DRIVEN BY MISS A. F. TANNER) PASSING OVER WESTMINSTER BRIDGE.

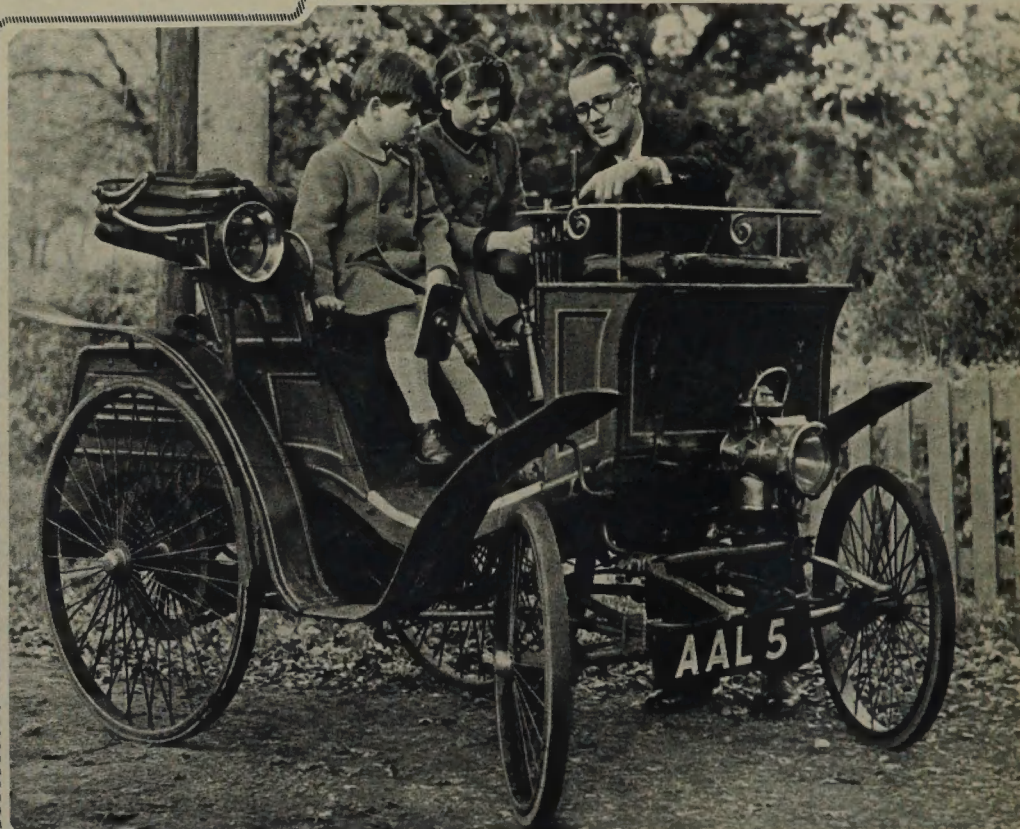
# VETERAN CARS IN THE LONDON- BRIGHTON ANNIVERSARY RUN.



CHUGGING UP BRIXTON HILL ON THE FIFTIETH ANNIVERSARY OF THE ABOLITION OF THE "RED FLAG" LAWS: A 6-H.P. 1900 DAIMLER (MR. N. D. HARRISON UP).



A PICTURE TO STIR THE MEMORIES OF PIONEER MOTORISTS: MR. W. H. ARTHUR MENDING A PUNCTURE BY THE ROADSIDE ON HIS ENTRY IN THE VETERAN CARS RUN.



YOUNG ROYALTY IN AN OLD CAR WITH MUCH OF THE ELEGANCE OF A STATE LANDAU: PRINCESS ALEXANDRA AND PRINCE MICHAEL OF KENT IN AN 1899 3 1/2-H.P. BENZ.



RECALLING KIPLING'S STORIES OF THE EARLY STEAM CARS: A WHITE STEAM LIMOUSINE (DRIVEN BY MR. B. CROSSLEY MEATES), DURING THE RECENT LONDON TO BRIGHTON RUN.

On November 17, in heavy rain and blustering wind, the Royal Automobile Club celebrated the fiftieth anniversary of Emancipation Day—the anniversary, that is, of the repeal of the laws which required a car to be

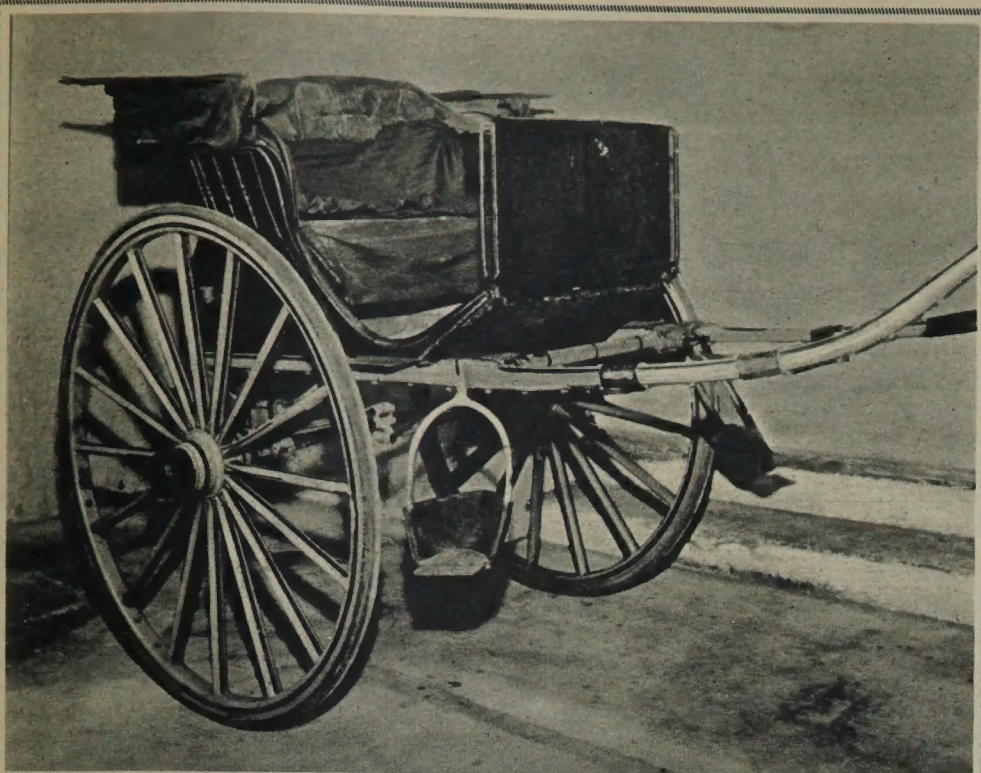


STARTING A 1904 RENAULT, IN THE DRESS AND STYLE OF THE PERIOD: MR. C. W. ROWE WHOSE CAR HAS THREE OF THE OLD SPRING SPOKE WHEELS AND SOLID TYRES.

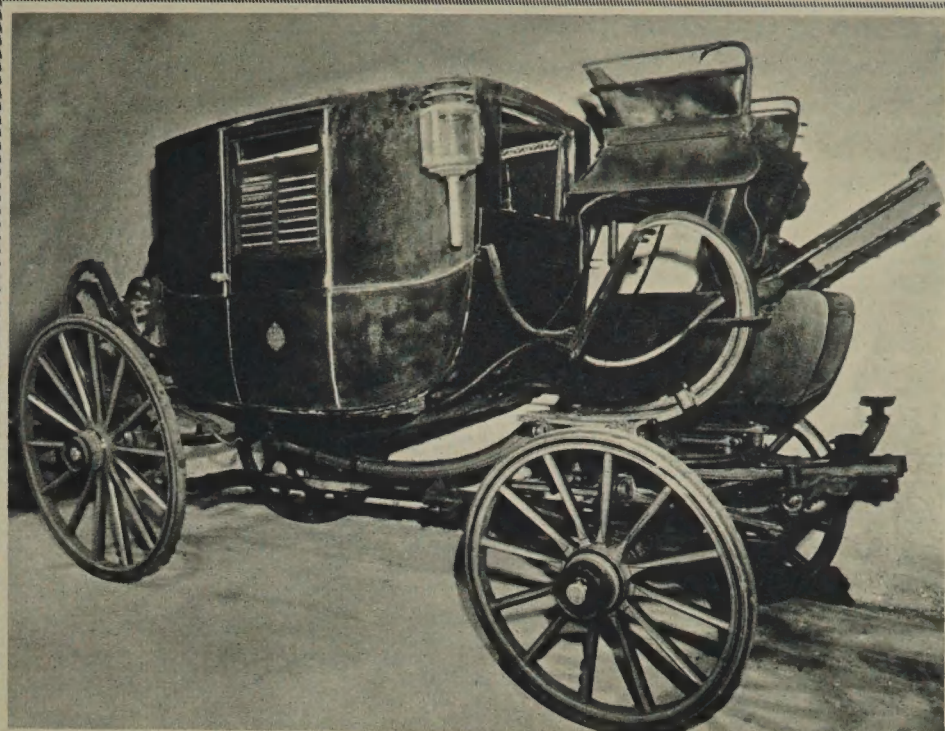
preceded by a red flag—with a Veteran Car Run from London to Brighton. There were 120 starters, all of them at least forty-two years old, and among them was the historic fifty-year-old Thornycroft steam wagon, the first made by the firm, and which in its youth used to take the royal laundry to Windsor Castle. Seventy-five finished the course—a tribute to their original workmanship and to the hardihood of their drivers, who for the most part lacked any great degree of protection against the vile weather except for an old-style profusion of greatcoats, scarves and goggles. The winners of the group awards were: 1894-96, E. L. Wood (Léon-Bollée); 1897-1900, S. H. Ollerenshaw (De Dion); 1901-02, G. H. Eyre (Napier); 1903-04, E. S. Berry (Clement-Talbot). The team prize was won by a Panhard and two Gladiators.



# FOR THE GRAND TOUR OR ROUND OF CALLS: A MUSEUM OF CARRIAGES.



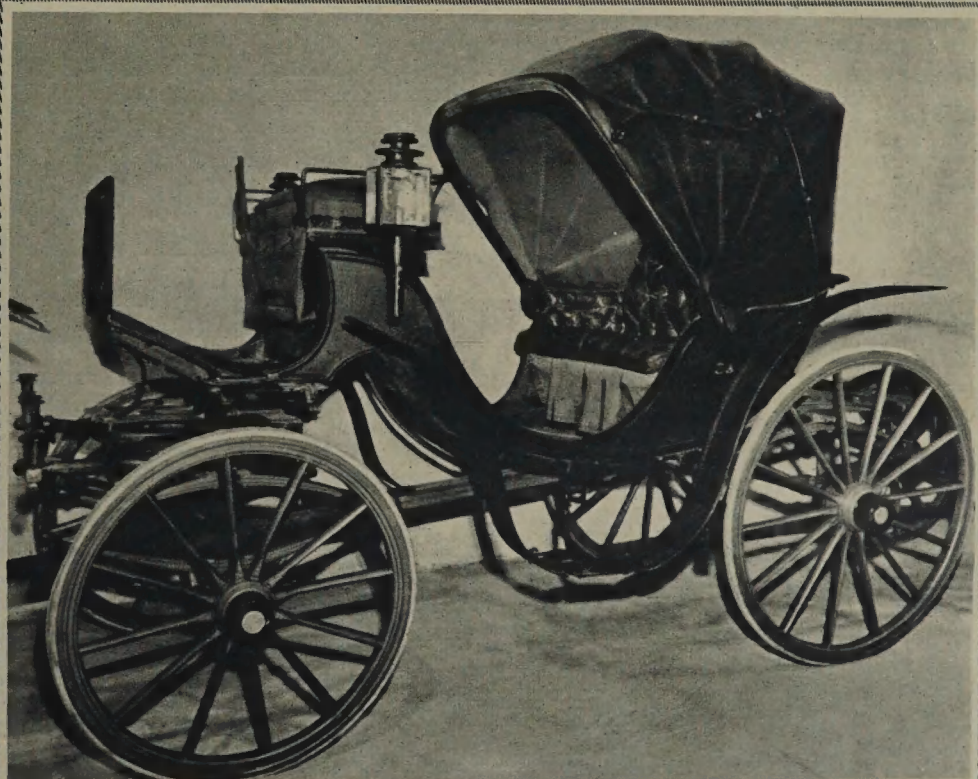
A CABRIOLET BUILT ABOUT 1886: USED BY THE MAYOR OF MAIDSTONE IN 1930. LOANED BY SIR GARRARD TYRWHITT-DRAKE, D.L.



A COUNTRY GENTLEMAN'S CARRIAGE: BUILT ABOUT 1830 FOR A. FLEET, ESQ. LOANED BY S. H. LOWETH, ESQ.



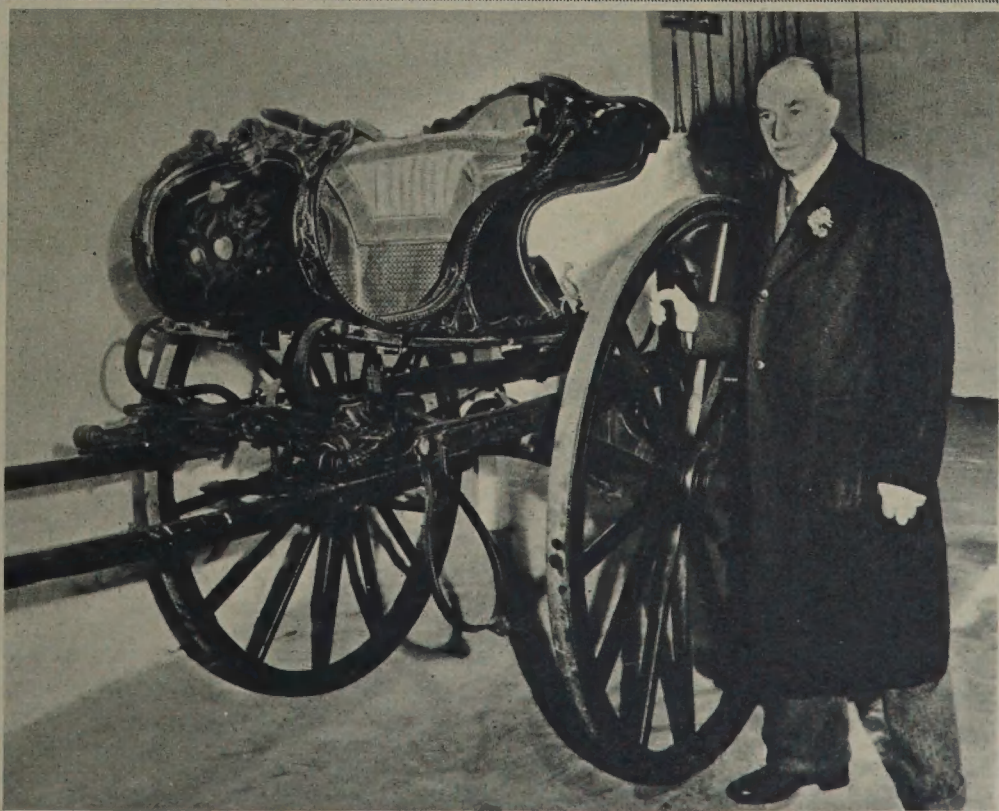
TRAVELLING CARRIAGE: BUILT ABOUT 1820 FOR LORD BAGOT'S "GRAND TOUR" OF EUROPE. LOANED BY THE RT. HON. LORD BAGOT.



A VICTORIA: BUILT ABOUT 1898 BY BARKER (LONDON) FOR J. A. GRAHAM WIGAN, ESQ., AND LOANED BY HIM.



PRIVATE HANSON-CAB: LATE NINETEENTH CENTURY, THE PROPERTY OF THE LATE SIR H. M. STANLEY. LOANED BY MAJOR D. M. STANLEY.



SIR GARRARD TYRWHITT-DRAKE—ORGANISER OF THE MUSEUM—WITH A FRENCH (?) GIG BUILT ABOUT 1670 AND LOANED BY THE VICTORIA AND ALBERT MUSEUM.

A museum of carriages, the first of its kind in this country, has been assembled by Sir Garrard Tyrwhitt-Drake, in co-operation with the Corporation, in the ancient Archbishop's Stables at Maidstone. Mr. Leigh Ashton, Director of the Victoria and Albert Museum, which has lent certain of the exhibits, opened the museum on November 6. It is housed in a fourteenth-century building, previously the stables and coach-houses of the Archbishop of Canterbury, used when he

posted from Canterbury to his Palace at Maidstone. At present, over a dozen vehicles, with a few models and other small exhibits, are on view; it is hoped to extend the museum later. Sir Garrard Tyrwhitt-Drake formed the collection because he felt that in a very few years' time there might not be examples of the carriage-builders' craft left for the study of future generations, to whom such words as barouche, brougham, landaulet and hansom might well be meaningless.



## THE PRICE OF THE PALESTINE MANDATE: BRITISH LOSSES IN A NEW "REIGN OF TERROR."



GUARDING THE FORTIFIED AREA IN JERUSALEM: AN ARMoured CAR AND POLICE STATIONED AT A GATE IN THE BARRICADE OF BARBED WIRE.



THE WRECKAGE OF THE RAILWAY STATION AT RAS EL EIN, NEAR PETAH TIQVA, DESTROYED BY SUIT-CASE BOMBS PLANTED BY TERRORISTS ON NOVEMBER 10.



STRETCHER-BEARERS CARRYING AWAY ONE OF THE VICTIMS OF THE BOOBY-TRAP EXPLOSION IN THE BUKHARIA DISTRICT OF JERUSALEM ON NOVEMBER 9, IN WHICH FOUR OF THE POLICE LOST THEIR LIVES.

On November 14 it was reported that casualties caused by terrorists in Palestine for the first half of the month amounted to fourteen killed (eight British and six Arab) and twenty-one injured (eighteen British and three Arab). On November 9 four British police were killed while searching ruins in the Bukharia district of Jerusalem. They had received a telephone message that arms or explosives would be found there. During the search they actuated a booby-trap which exploded, blowing two of them



THE RUINS IN WHICH A BOOBY-TRAP WAS SET, RESULTING IN THE DEATH OF FOUR BRITISH POLICEMEN WHO WERE SEARCHING FOR HIDDEN ARMS.



WHERE SIX RAILWAY POLICE—TWO BRITISH AND FOUR ARAB—WERE KILLED BY A CONTACT MINE ON THE TRACK AT BEIT SAFAFA ON NOVEMBER 13.



THE SPOKESMAN OF THE PALESTINE ARABS, NOW EXILED IN EGYPT: THE MUFTI OF JERUSALEM, HEAD OF THE ARAB NATIONALIST MOVEMENT, IN CONVERSATION WITH HIS SON.

to pieces. On November 13 six railway police on patrol on a wooden trolley set off a contact mine laid on the track at Beit Safafa and were killed. On November 10 terrorists planted suit-case bombs in the waiting-room of the station at Ras el Ein and the explosion demolished the main building. As the result of warnings that the terrorists propose to carry the "war" to Britain, the authorities have taken precautions in London and watch is being kept by special branch men of Scotland Yard.





IN HONOURABLE RETIREMENT AFTER MANY A HAZARDOUS DUTY: THE LITTLE SHIPS OF THE NAVY AT ANCHOR.

The famed Little Ships of the Royal Navy—motor minesweepers, M.T.B.s, gunboats, frigates, and other types, never ceased throughout the war years to carry out hazardous duty on convoys and coast patrols up and down the sea lanes of the world. Now many of them lie at anchor off Harwich in honourable retirement, no longer an active

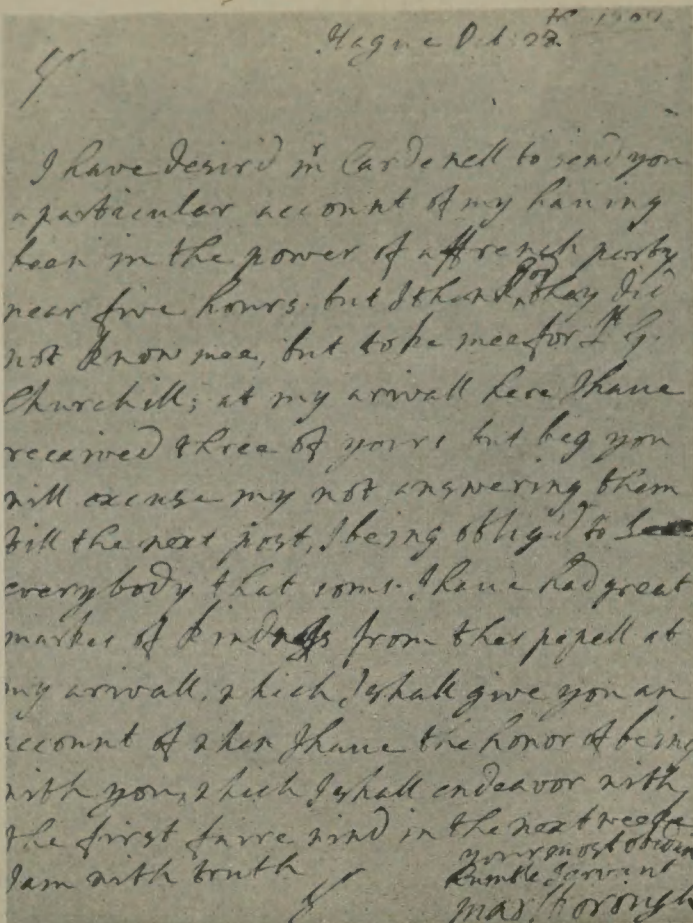
part of the British Navy, that great instrument of Sea Power which played so vital a part in defeating the Axis, but like "Birds of Calm," they "sit brooding on the charmed wave." During their long and dangerous service, losses in little ships and their personnel were heavy, and their great record added proud pages to our history.



MATTERS MARITIME, AND  
OTHER NEWS ITEMS.

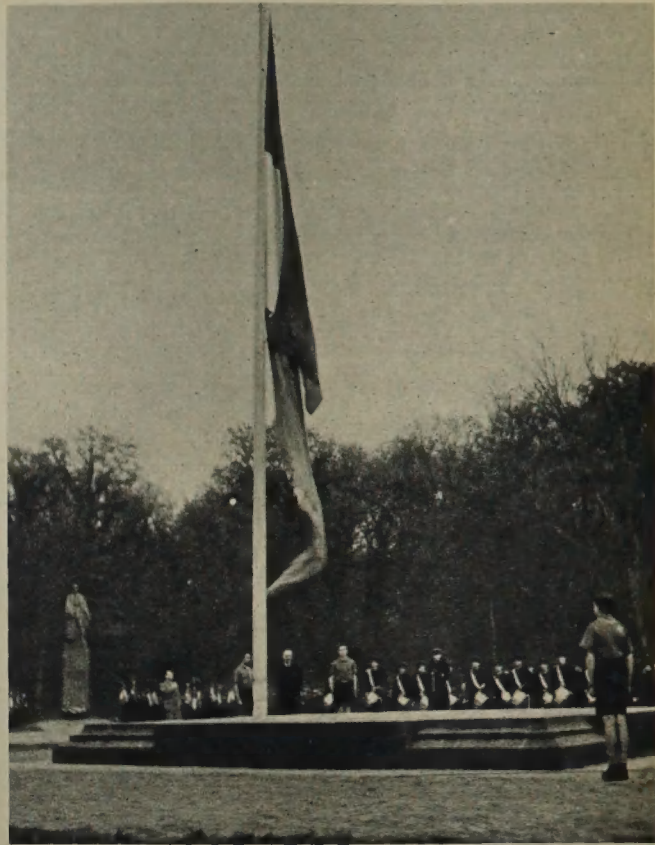


GEARLESS AND CLUTCHLESS: INSIDE THE NEW 25-H.P. INVICTA CAR, IN WHICH THE DRIVER MOVES A SWITCH, RELEASES THE BRAKE AND GLIDES AWAY.

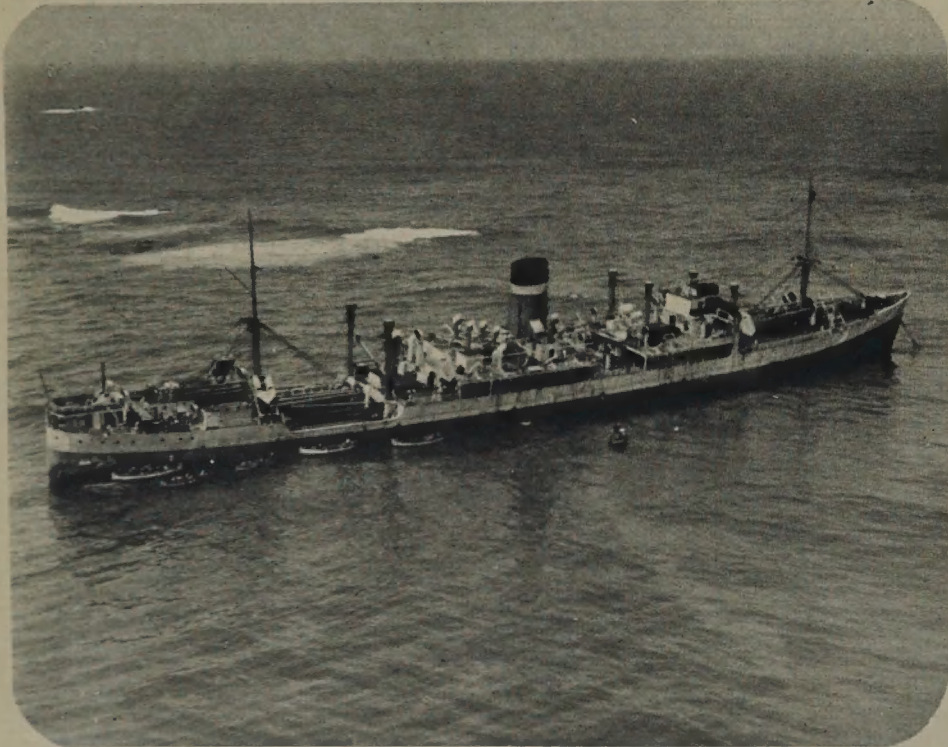


WRITTEN BY MARLBOROUGH AND RECENTLY PURCHASED FOR PRESENTATION TO HIS GREAT DESCENDANT, MR. CHURCHILL. Among the innumerable treasures of the great Philipps collection, part of which was recently sold at Sotheby's, was a large number of the Duke of Marlborough's letters written to Mr. Secretary Hedges during his campaigns. One describes the Battle of Blenheim and another (which we reproduce) tells of his being taken prisoner by the French. They were bought by Sir Louis Sterling for £1850, for presentation as a tribute to Mr. Winston Churchill.

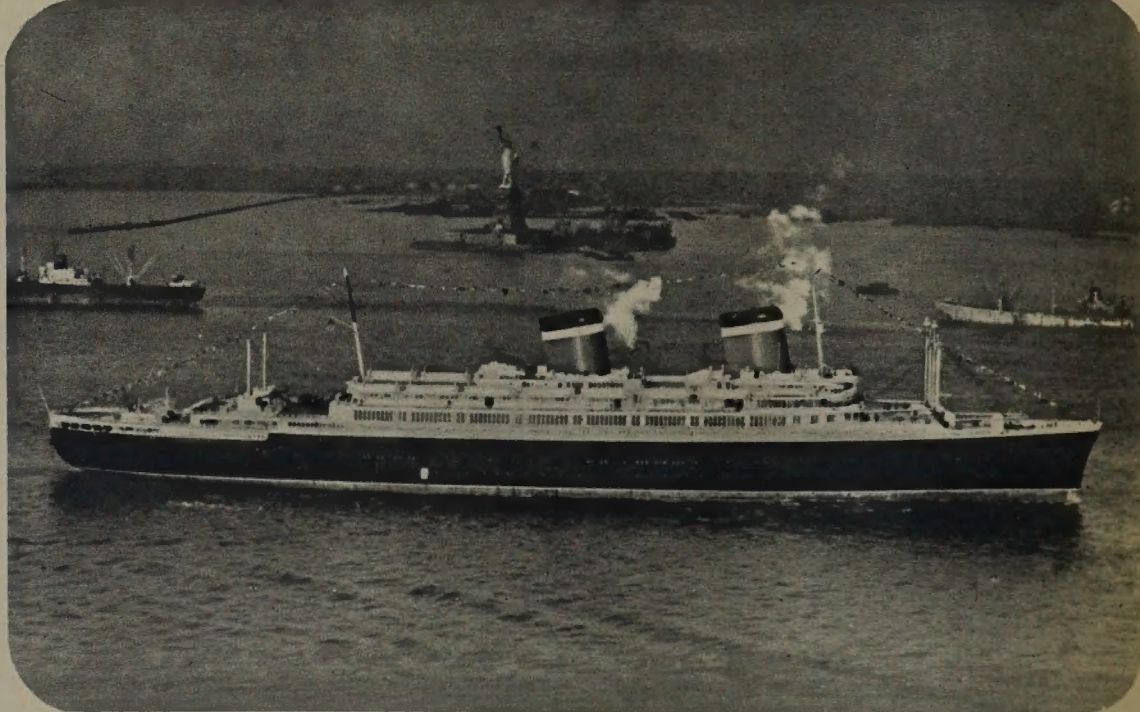
TOPICAL PICTURES FROM  
FAR AND NEAR.



RECOVERED FROM THE GERMANS AND RAISED AGAIN ON NOV. 11 AT COMPIÈGNE: THE TRICOLOR WHICH MARKED THE SITE AND OCCASION OF THE 1918 ARMISTICE.



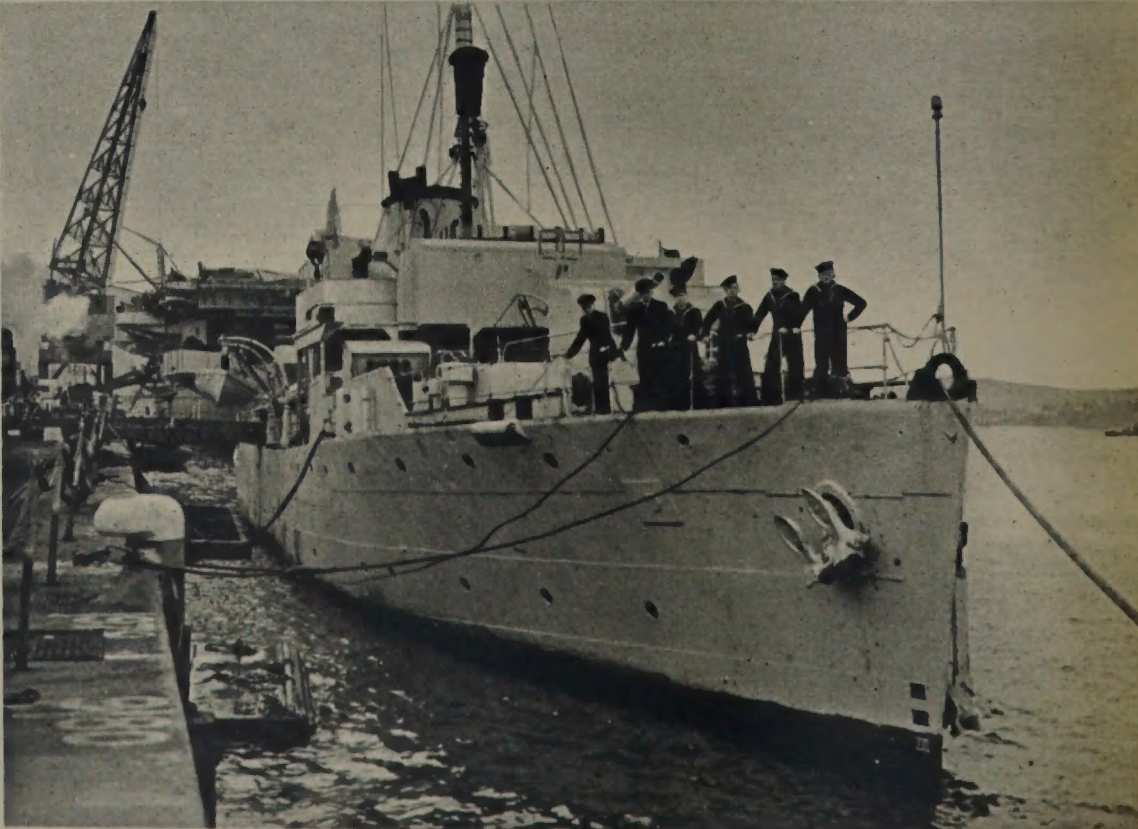
AGROUND AND ABANDONED ON THE SOUTH AFRICAN COAST ABOUT 100 MILES FROM CAPE TOWN: THE BRITISH SHIP CITY OF LINCOLN, WHICH WAS CARRYING A £1,500,000 CARGO FROM AMERICA AND RAN AGROUND ON NOVEMBER 9.



AMERICA'S LARGEST AND FASTEST LINER, THE 26,000-TON S.S. AMERICA, FORMERLY THE TROOPSHIP WEST POINT, RESPLENDENT IN HER NEW PAINT, PASSING THE STATUE OF LIBERTY, BEFORE BEGINNING ON NOV. 14 HER FIRST VOYAGE TO SOUTHAMPTON AS A PASSENGER LINER.



HOISTING THE COLOURS OF EIRE ON A CORVETTE RECENTLY TRANSFERRED FROM THE ROYAL NAVY AFTER THE HANDING-OVER AT DEVONPORT.



ONCE THE BORAGE, ONE OF THE LITTLE SHIPS OF THE ROYAL NAVY: NOW THE MACHA, AND THE LARGEST SHIP IN THE IRISH NAVY, SEEN ON THE DAY OF HER HANDING-OVER.

On November 15 Mr. J. W. Dulanty, High Commissioner for Eire, took part in a formal ceremony at Devonport. The Government of Eire have purchased from Great Britain three of the little ships of the Royal Navy, the three corvettes, Borage, Bellwort and Oxlip. These were handed over at Devonport and now take their place as the largest ships of the Irish Navy under the names Macha, Maev and Cliona. These corvettes belong to the 925-ton Flower class, many of which have been at various times transferred to Navies of the Allied Nations.



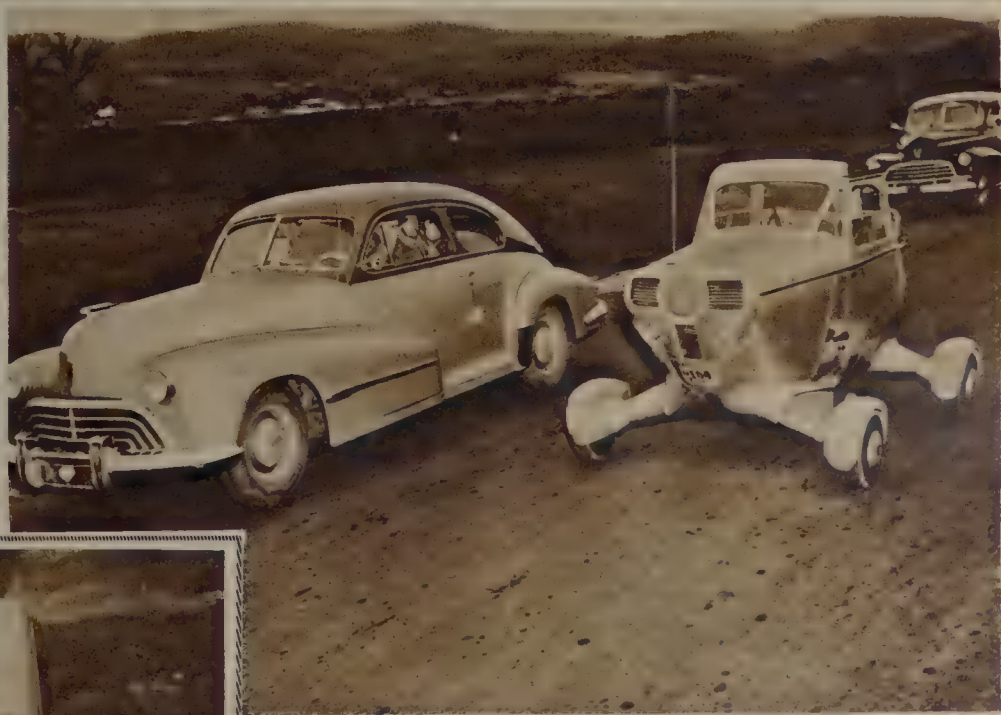
# FROM AIRCRAFT TO CAR—AND VICE VERSA—IN SEVEN MINUTES!



THE "AIRPHIBIAN" IN ITS FIRST TEST FLIGHT AT DANBURY, CONNECTICUT: A TWO-SEATER, SINGLE-ENGINE MONOPLANE, WITH A CRUISING SPEED OF APPROXIMATELY 125 MILES AN HOUR, WHICH CAN BE CONVERTED INTO A CAR BY ONE PERSON IN ONLY SEVEN MINUTES.



FROM AIRCRAFT INTO CAR: MR. ROBERT FULTON—AMERICAN DESIGNER OF THE "AIRPHIBIAN"—CONVERTING IT INTO A CAR.



THE "AIRPHIBIAN" ON THE HIGH ROAD, WHERE IT HAS AN APPROXIMATE SPEED OF 45 MILES PER HOUR.

THE long-prophesied "Air Age" has been brought appreciably nearer by the invention of a "drive and fly" car which was demonstrated by its designer, Mr. Robert Fulton, at Danbury, Connecticut, U.S.A., on November 8. This new type of so-called "Airphibian," constructed by Continental Incorporated, is a two-seater, single-engine monoplane, with a three-bladed wooden propeller and a cruising speed of 125 m.p.h., and it takes only seven minutes for one person to convert it into a car. It has four wheels and a convertible top; the body, however, is lighter than that of a small car, but has

[Continued on right.]



READY FOR THE ROAD: THE BODY IS VERY LIGHT AND HAS ROOM FOR TWO PEOPLE.

[Continued.] room for two people. It is powered by a 150-h.p. six-cylinder, air-cooled engine, and does about 45 m.p.h. on the ground. To convert it into a car the following steps are taken: removal of the propeller; the hanging of the propeller on the fuselage; cranking down of the wing wheels and the tail wheel; the disconnecting of three levers in the cockpit; the pulling away of the fuselage from the car (illustrated on this page); and the putting up of the convertible top. It does about 25 m.p.g. on the ground and 13 m.p.g. in the air. Its eventual price is estimated at about £1000.





# THE WORLD OF SCIENCE.



## METEORITES AND METEORS.

By W. CAMPBELL SMITH, Sc.D.

**M**ETEORITES are solid bodies which fall from inter-planetary space. Those which have reached the earth consist either of iron (always alloyed with some nickel), or of stony material with some iron. No new elements have been found in them, and the silicate minerals of which their stony material consists are all known in terrestrial rocks. Nevertheless, meteorites can always be recognised by the special structures and relative proportions of the minerals. With rare exceptions all meteorites contain some metallic iron, and this is the first thing to look for on examining a suspected stone.

As Dr. Oakley remarked, in writing about thunderbolts in this series of articles on Oct. 26, there is a popular idea that a meteorite is a kind of thunderbolt. This is quite wrong. We now know of about 1300 authentic meteorites, or showers of meteorites consisting of many stones, from all over the world. Of these about 600 have been seen to fall, and in no case has the fall been related either to a thunderstorm or to lightning discharge.

What, then, would one see or hear if one witnessed the fall of a meteorite? Of course, a lot depends on the size of the meteorite, on the stage of its descent seen, and on its distance from the beholder. Some known falls of meteorites have been heralded by the flight through the sky of a brilliant fireball, some have arrived with no more noise than an ordinary projectile falling under its own weight and burying itself only a few inches in the earth. One such quiet arrival was that of the 2½-lb. stony meteorite which fell on March 9, 1923, at Ashdon, in Essex, witnessed by a thatcher working only 30 yards from the spot where the stone struck the ground.

A 9-lb. stone fell within 20 yards of three men at Crosshill, near Crumlin, County Antrim, at 10.30 a.m. on September 13, 1902. One of the men saw a dark body falling with great speed. It threw up soil above standing corn and buried itself 1½ ft. in the ground. People as far away as 23 miles heard a loud rumbling sound and at least one person, near Lurgan, recorded a double report. Three men 20 miles south of the place of fall thought it sounded like a big blast in a quarry, one near the place thought a train had run off the lines, and one thought the end of the world had come, so the noise was evidently quite impressive.

The two falls just mentioned were in broad daylight and no light phenomena were noticed, but in another daylight fall a very spectacular display preceded the fall of four stony meteorites in the Strathmore district of Perthshire in 1917. About 1.15 p.m. on December 3, 1917,

a clear, sunny day, a fireball was seen moving swiftly across the sky, leaving behind it a brilliantly luminous train, gradually becoming more attenuated until it seemed to end in a shower of sparks. The head of this comet-like body is described as having been fiery red, while the train was a pale blue-green colour shading off into "what looked like red-hot sparks." This magnificent meteor was seen from Hexham, in Northumberland, from Aboyne, in Aberdeenshire, and at many intermediate places. At Perth the appearance of the fireball was followed by a loud detonation. Four stony meteorites fell on a

south-east to north-west line, about six miles separating the first and last stones. Here we have a definite connection between the fall of meteorites and the passage of a brilliant meteor. Many other examples, with descriptions of amazing meteors, could be given from eye-witness accounts. Some of these have been illustrated by drawings and two of them are here reproduced.

The great meteor of March 24, 1933, as seen from Clayton, New Mexico, about 5 a.m., appeared as a huge incandescent spheroid estimated at no less than six miles in diameter, with a spiral train. It left behind it a cloud some 200 miles in length, which was luminous and persisted quite thirty minutes after the meteor's passage. Great detonations were heard, and a shower of stony meteorites was scattered over a distance of eighteen miles along a line parallel to the meteor's plotted course in the neighbourhood of Pasamonte, in New Mexico.

The meteorites observed to fall are not as impressive in size as the brilliance of their path



THE REMARKABLE METEOR SEEN IN SOUTH-EAST ENGLAND NINETY YEARS AGO: A DRAWING FROM "THE ILLUSTRATED LONDON NEWS" OF JANUARY 12, 1856, FOR COMPARISON WITH THE PHOTOGRAPH ON THE FACING PAGE.

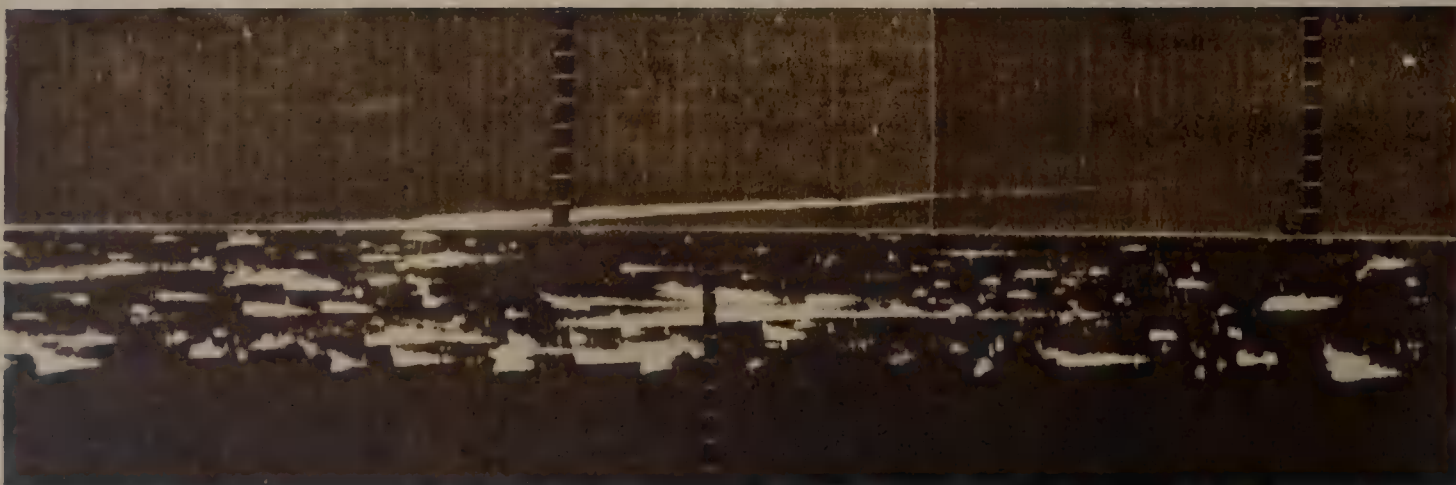
On January 7, 1856, a meteor was seen in South-East England. The event was recorded in our pages by drawings, one of which is reproduced above.

might suggest. The largest seen to fall in England fell at Wold Cottage, near Scarborough, in 1795. It weighs 56 lbs. Some iron meteorites which have been found but not seen to fall



A DRAWING SHOWING THE PASSAGE OF A METEOR OVER THE CITY OF PERM, IN RUSSIA, ON AUGUST 30, 1887—THE FIREBALL IS FOLLOWED BY A LUMINOUS TRAIN AND "SMOKE" CLOUD.

One observer stated that the meteor seemed to burst in the air. Shortly after, a shower of stony meteorites fell near Ochansk, their estimated weight being 1100 lbs.



A MODERN METHOD OF RECORDING THE FLIGHT OF METEORITES: TWO OF THE RADAR RECORDS TAKEN BY THE RADIO RESEARCH STATION, SLOUGH, ON THE NIGHT OF OCTOBER 9-10 THIS YEAR.

These records show radar echoes received in two periods, each of about ten minutes. The upper record was taken at 10.50 p.m. on October 9, the lower one at 3.20 a.m. on the 10th. On the lower record the number of meteor trails recorded has increased to about fifty a minute. The horizontal lines on the vertical scales represent height. There were no trails recorded lower than sixty miles above ground-level.

Reproduced by Courtesy of the Radio Research Station.

are much larger than this: one at Hoba West, in Bechuanaland, is estimated to weigh 60 tons. Immensely greater than even this must have been the meteorites which caused the great meteorite craters such as that of Canyon Diablo, in Arizona, and Henbury, Australia, or the great Siberian meteorite of 1908, which devastated 400 square miles of forest land and literally shook the earth. It was estimated that the meteorite must have weighed several thousand metric tons.

There are many records of fireballs without any corresponding record of a meteorite fall. One example is the meteor seen in South-East England in

January 1856. Drawings of this meteor as it appeared at Tunbridge Wells and in the Isle of Wight were published in *The Illustrated London News* of that day. No meteorite was recorded on this occasion.

Taking account of the fact that a very high proportion of the meteorites which reach the earth may fall in the sea or in unpopulated areas, there are sufficient examples on record to convince us that meteorites are the cause, and, indeed, the core, of the brilliant meteors, often referred to as fireballs, which a few fortunate observers have seen. What, then, is the cause of the much more frequent meteors seen streaking across the sky and commonly known as "shooting stars"? These also are believed to be caused by meteorites, but of very small size, perhaps no larger than a grain of corn. They enter our atmosphere with velocities of 20 miles or more *per second*, become intensely hot, are completely vaporised and vanish, "burnt out." Only large meteorites survive the passage through our atmosphere and reach the earth. On an average, meteors vanish at a height of about 40 miles, and, below this level, our atmosphere protects us from a steady rain of little meteorites which reach the upper levels at the rate, according to one estimate, of a hundred million a day.

At certain times they are seen as great showers of shooting stars radiating from definite regions of the heavens, and some of these recur at regular intervals.

Such showers have been connected with the orbits of comets, and it is now believed that they are caused when clouds of tiny meteorites, scattered along the path of the comet, come into our atmosphere when the Earth approaches near enough to the comet's orbit. The most famous of these displays was on November 12, 1833, when at one place (Boston, U.S.A.) more than 30,000 meteors were counted in an hour. A similar shower appeared in 1866 from the same radiant in the neighbourhood of the constellation of Leo.

Another great shower was seen on October 9, 1933, and this was shown to be associated with the comet discovered by Giacobini in 1900. The period of this comet is 6½ years, and it was accordingly foretold that we should have a repetition of the Giacobini shower on October 9-10, 1946. A cloudy night robbed most of us of this spectacle, though enthusiastic watchers at a girls' school at Abergele had a good view of the shower through a gap in the clouds at 3.30 a.m. on the 10th. In spite of the clouds, the meteors from this shower were

plotted and counted from Richmond Park and from the Radio Research Station at Slough by means of an adaptation of radar instruments devised during the war for the less peaceful purpose of tracking V2s.

Some very recent experiments had shown that radar echoes can be received from the trains of meteors, because the gases which form the train have been ionised by the meteoric impact with the molecules of the upper atmosphere. Thus it becomes possible to fix the height and position of the trains of meteors, although the meteors are quite invisible to the naked eye.



## THE FINEST PHOTOGRAPH OF A METEOR EVER TAKEN.



## A LUCKY "SNAP" BY AN AMATEUR PHOTOGRAPHER: A GREAT METEOR AS SEEN IN NEW MEXICO, U.S.A.

In an article on the facing page, Dr. W. Campbell Smith describes the great meteor seen in New Mexico, U.S.A., on March 24, 1933. A record of this event exists in the photograph reproduced here—a snapshot which is claimed to be the finest picture of a meteor ever taken and, beyond doubt, the luckiest. The photographer was Mr. C. M. Brown, of Mt. Dora, New Mexico, and the circumstances have been described by Mr. H. H. Nininger, founder of the American Meteorite Museum in Arizona. Mr. Brown was about to have breakfast in a ranch-house near Clayton on that eventful morning when the meteor

flashed, lighting up the sky like midday. A folding pocket camera containing a partially-exposed roll of film happened to be lying near the table. Mr. Brown snatched it up and ran outside, opening it as he went. When he was eight yards from the door he found the approaching meteor in the view-finder and snapped the shutter. When he again looked up the meteor was passing out of sight over the house—it had taken him only eight seconds from the moment the meteor first flashed to secure a photograph which may well be unique of its kind. The passage of the meteor was accompanied by a shower of meteorites.



# TO CLEAN OR NOT TO CLEAN? AN EVER-RECURRENT QUESTION. PICTURES WHICH ARE THE CENTRE OF THE RECENT NATIONAL GALLERY CONTROVERSY.



BEFORE CLEANING: THE RUBENS "CHAPEAU DE PAILLE" IN THE NATIONAL GALLERY, ONE OF THE PICTURES WHICH HAVE STARTED CONTROVERSY ■ THE PROS AND CONS OF CLEANING.

THE question of the cleaning of Old Master paintings has always been a vexed one, and a recent series of letters in *The Times* has raised general as well as particular aspects of the problem. On these pages we show before, after, and during-cleaning states of Rubens' "Chapeau de Paille" and Rembrandt's "Woman Bathing," which have been the subjects of most discussion. Other pictures which have featured in the discussion include Koninck's "Landscape in Holland," Constable's "Cornfield" and Rubens' "War and Peace" and "Château de Steen." The correspondence opened with a letter from Sir Gerald Kelly, R.A. He said: "I believe that a series of terrible mistakes has occurred in the National Gallery. Some pictures—alas, they were masterpieces—have been so drastically cleaned that worn and spoiled passages in them are only too visible." And later: "The renewal of the policy of extreme cleaning, as revealed, for example, in the 'Chapeau de Paille' by Rubens and the 'Woman Bathing,' by Rembrandt, seems likely to produce a fresh crop of unfortunate results." Two other artists said much the same thing. Mr. Rodrigo Moynihan believed that, although the fresh colour of the "Woman Bathing" was most effective, "the weight and perfection of the 'idea' have vanished with the removal of those few vital accents." He also asked: "Can it be proved beyond a shadow of doubt that Rembrandt was not responsible for those touches?" (meaning the paint which has been cleaned off). Mr. Anthony Devas, in particular, called the cleaning of the "Chapeau de Paille" "a disaster." Sir Robert Witt quoted the saying, "Time also paints," and put forward the reminder that all paintings darken with age and that the spectator is surprised and even shocked at seeing the fresh colours of the painter's intention. Sir Alfred Munnings, P.R.A., also deplored "drastic cleaning," but Mr. Victor Passmore and Professor Bodkin found the new state of the Rembrandt, in particular, an improvement, the former calling it "a revelation of beauty," and the latter finding

[Continued on right.]



THE SAME PICTURE AFTER A RECENT CLEANING WHICH HAS, VARIOUSLY, "FILLED ARTISTS WITH DISMAY" AND REVEALED "EXCITING SUBTLETIES HITHERTO VEILED."

[Continued.] in it and in the "Chapeau de Paille" "exciting subtleties hitherto veiled." The official view of the matter, very briefly, is as follows: In the matter of cleaning the greatest care is taken and the closest records kept. The latter include: ordinary photographs before, after, and during cleaning; X-ray photographs which show fundamental damage and the first lay-in; ultra-violet photographs, which, once the varnish is removed, distinguish between original paint and later additions; tintometer readings, by which changes in tone can be measured; and written records of all treatment. The authorities also point out that darkening of tone is always going on and that the public, which has not seen many of the pictures since before the war, can have little idea of how much the average picture in the National Gallery has become distorted in colour and tone. On the question of the additions to the Rembrandt, they claim that the progressive photographs taken during cleaning prove definitely that these are later work; and in rebuttal of the theory that the Masters intentionally allowed for the "mellowing" effect of time, the views of the Old Masters themselves are far from supporting this idea. Rubens gave instructions on how to cure yellowing by the use of sunlight. Hogarth expressed himself at length and strongly: "Notwithstanding the deep-rooted notion, even amongst the majority of Painters themselves, that Time is a great improver of good Pictures, I will undertake to show that nothing can be more absurd . . . we will begin with a flower-piece; when a Master has painted a rose, a lily, an african, a gentianella, or violet, with his best art and brightest colours, how far short do they fall of the freshness and rich brilliancy of Nature! And shall we wish to see them fall still lower, more faint, sullied and dirtied by the hand of Time, and then admire them having gained an additional beauty, and call them mended and brightened, rather than fouled and in a manner destroyed? How Absurd! Instead of mellow and softened, therefore, always read yellow and sullied; for this is doing Time, the destroyer,

[Continued on right.]



RUBENS' "CHAPEAU DE PAILLE" PHOTOGRAPHED DURING THE COURSE OF ITS RECENT CLEANING, TO SHOW THE DIFFERENCES OF TONE BETWEEN THE CLEANED AND UNCLENED PATCHES.





THE CENTRE OF RECENT CONTROVERSY ON THE CLEANING OF MASTERPIECES: REMBRANDT'S "WOMAN BATHING" BEFORE CLEANING, WITH RESTORER'S WORK IN THE RIGHT HAND.



THE SAME PICTURE PHOTOGRAPHED IN THE COURSE OF CLEANING, UNDER ULTRA-VIOLET RAYS WHICH DISTINGUISH THE LATER PAINT FROM THE ORIGINAL.



PHOTOGRAPHED AT THE SAME TIME AS THE FIGURE RIGHT, ABOVE, BUT IN ORDINARY LIGHT. THE PERPENDICULAR LINE IS AN OLD CRACK IN THE PANEL.

*Continued.* but common justice." Constable, too, whose "Cornfield" has been declared "altered" and "spoiled" by cleaning, thought poorly of Time's handicraft, in the following anecdote from Leslie's Memoirs shows: "Sir George [Beaumont] had placed a small landscape by Gaspar Poussin on his easel, close to a picture he was painting, and said, 'Now, if I can match these



REMBRANDT'S "WOMAN BATHING" AS IT NOW APPEARS AFTER CLEANING IN THE NATIONAL GALLERY, WITH THE ORIGINAL BRUSHWORK REVEALED AND LATER ADDITIONS REMOVED.

tints I am sure to be right.' 'But suppose, Sir George,' said Constable, 'Gaspar should rise from the grave, do you think he would know his own picture in its present state? or if he did, should we not find it difficult to persuade him that somebody had not smeared tar or cart grease over its surface, and then wiped it imperfectly off.'"



# WHERE THE BLIND ARE TAUGHT TO "SEE": AN ARTIST'S

DRAWN BY OUR SPECIAL ARTIST, CAPT.



## RESTORING CONFIDENCE AND SELF-RELIANCE TO BLINDED SERVICEMEN: ST. DUNSTAN'S, WHERE

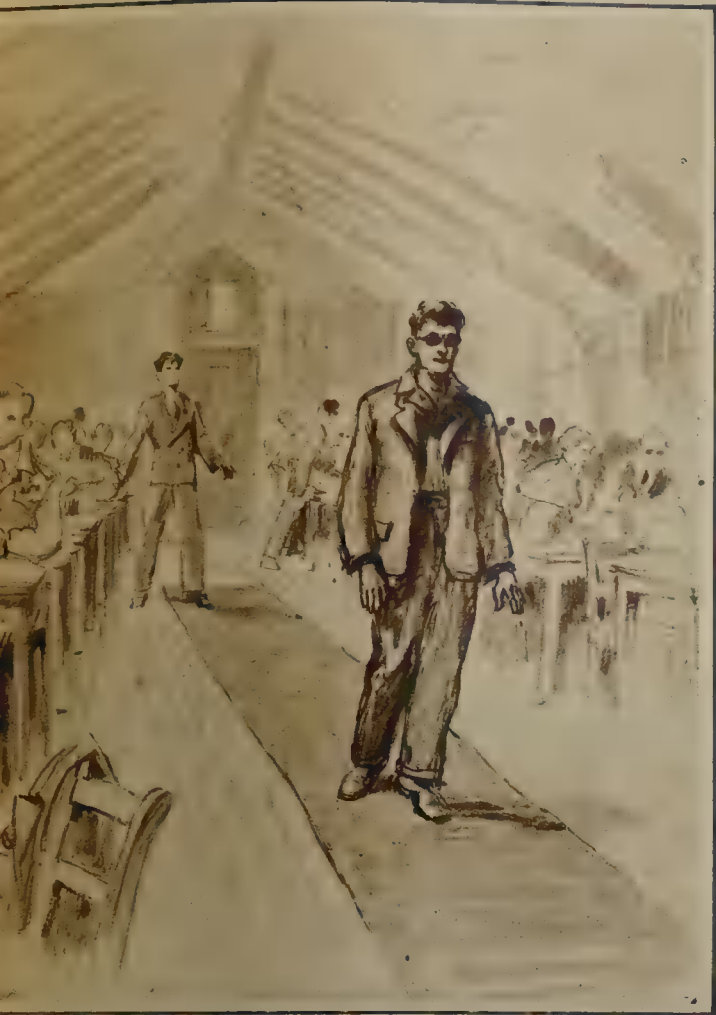
In a recent speech, Field Marshal Lord Montgomery stated that in the last war five hundred Empire soldiers were blinded—one-third of the total blinded in World War I.—and that 2 per cent. of all the men wounded had eye injuries as well. Our readers may wonder what the future may hold for these men who have been suddenly plunged into darkness and who are seriously handicapped in a competitive world, although physically fit. Our special artist, Bryan de Grineau, has visited St. Dunstan's Home, on the west cliffs of Ovingdean, Brighton, which is now exclusively employed as a Training Centre. Here, and on pages 590-591, we reproduce the sketches he made to illustrate the way in which the

problem can be solved if the right methods are employed. At St. Dunstan's about two hundred men, who lost their sight on war service, are being given the opportunity to regain their former spirit and confidence by means of sympathetic treatment and instruction in some occupation to enable them to employ usefully those faculties which, by reason of blindness, seem to develop in an astonishing degree. The blinded Serviceman at St. Dunstan's learns to do things for himself and to achieve that independence necessary for happiness and a sense of usefulness in life. When a man, or woman, who has been blinded while serving with the Armed Forces, whilst on civil defence duty or in the



# IMPRESSIONS OF WORK AND RECREATION AT ST. DUNSTAN'S.

BRYAN DE GRINEAU, AT ST. DUNSTAN'S.



## EMPATHETIC TREATMENT AND INSTRUCTION FIT THESE MEN TO TAKE THEIR PLACE IN INDUSTRY.

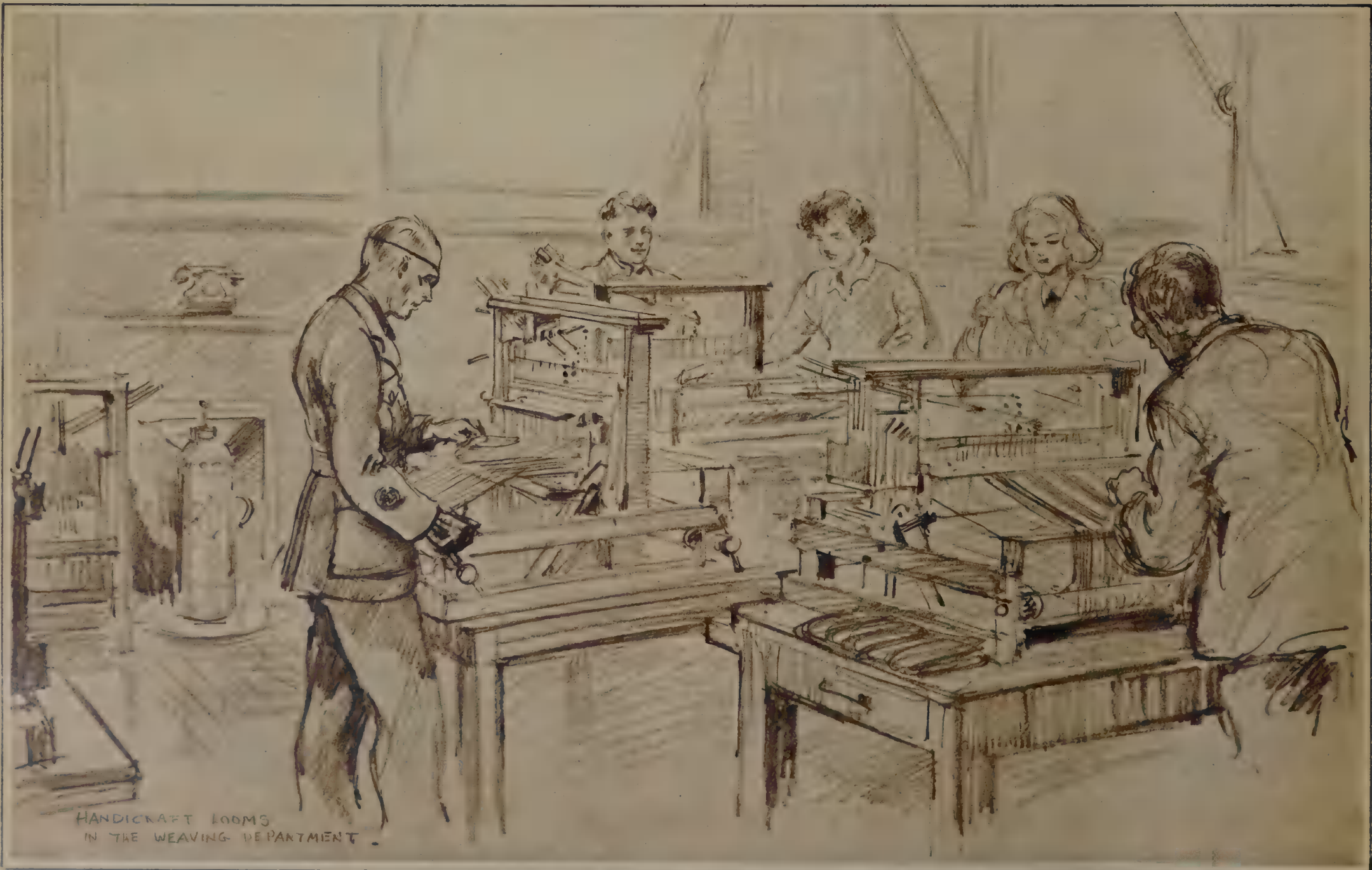
munition factory comes to St. Dunstan's he is taught first to read or write Braille and to touch-typewrite and this becomes his medium of communication with his friends. At the same time, he learns some of the simpler crafts, such as carpentry, mat-weaving and basket-making—a means of developing his sense of touch and the power of concentration. Finally, he selects a vocation which is to stabilise his life and enable him to become a wage-earner. Some enter the Church or the legal profession, others find a place for their skill in the machine-shop or take up upholstery, telephony or massage. The greatest credit is due to these men and women themselves for the initiative and determination

they display in overcoming their handicap and mastering their studies. In the early stages, the difficulties sometimes seem to be insurmountable and the beginner may become discouraged, but his confidence is quickly restored by the instructors, in many cases themselves blinded Servicemen of World War I., from whom the pupil receives a word of sympathy leading to renewed effort in a spirit of emulation. Finally, the blinded man leaves St. Dunstan's fully trained and fit to take his place in one of a number of occupations on equal terms with the sighted and is able to earn the standard rate of pay. He no longer feels himself to be a burden on others and faces the world with new-found self-confidence.



# ST. DUNSTAN'S—WHERE SYMPATHETIC TREATMENT AND

DRAWN BY OUR SPECIAL ARTIST, CAPTAIN



## AN ARTIST'S IMPRESSIONS OF LIFE AT ST. DUNSTAN'S—THE FAMOUS TRAINING CENTRE WHERE BLINDED

On pages 588-589 our Special Artist depicts some of the features of life at St. Dunstan's, where blinded Servicemen—and women—are trained to take their place in life alongside the sighted. Here he illustrates scenes in the carpentry

shop, the weaving department and basket-making section. It has been found that these handicrafts are a valuable means of developing the blind man's sense of touch and his power of concentration. As his confidence increases, new



# CONSTRUCTIVE TRAINING MITIGATE A TRAGEDY OF WAR.

BRYAN DE GRINEAU, AT ST. DUNSTAN'S.



MEN AND WOMEN ARE GIVEN THE OPPORTUNITY TO BECOME SELF-RELIANT AND USEFUL CITIZENS.

avenues open up both in work and recreation—"band practice" and "riding on the downs" are but two aspects of the means of relaxation available. It is an interesting fact that many of the instructors are themselves blind, while

St. Dunstan's chaplains include two who have been war casualties, one partially and the other totally blind. In his initial difficulties the trainee gains confidence from their example and learns that St. Dunstan's can indeed work "miracles."



## A CAST-IRON RING 2500 YEARS OLD: FURTHER DISCOVERIES IN THE BÝČÍ SKÁLA CAVE.

By Professor K. ABSOLON (Founder of the Anthropos Institute of Czechoslovakia, Discoverer of the first Palæolithic portrait known to Archaeology, and a frequent contributor to "The Illustrated London News").

In our issue of October 19 we gave Dr. Absolon's description of the discoveries in the first chamber of the Býčí Skála cave and the artist's reconstruction, made under his direction, of the magnificent but ghastly funeral sacrifice which took place there in the Hallstatt Period (c. 600 B.C.). Below, Dr. Absolon tells of two other discoveries in the same cave: first, the site of a smithy of the same period, where was found a cast-iron ring which revolutionises existing beliefs on the origin of iron-casting; and, second, deeper in the cave, a palæolithic station, excavated first in the last century by his grandfather, Dr. Wankel, and more systematically in recent years by himself and his assistants.

### THE HALLSTATT PERIOD SMITHY.

NEAR BY (i.e., beside the funeral site, in the first chamber of the Býčí Skála cave) there was a prehistoric smithy (Fig. 3), where another prehistoric treasure was found: a cast-iron ring from the sixth century B.C., which somewhat upsets current opinion about the invention of the art of casting iron being an event of the fourteenth century A.D., the Middle Ages. This ring forces us to ante-date the invention of the art by at least nineteen centuries, and I believe that this ring will be of particular interest to specialists in England, where the art of casting iron has reached the highest degree of perfection. . . . It is to the rear of the first chamber of the cave that we find the remnants of the smithy, covering an area of more than 20 square metres. Harmless as it was, and separated by some distance from the site of the funeral pyre, it was nevertheless involved in the terrible events which took place there. We find here no skeletons or objects of adornment: but big heaps of ash and coal, covering objects such as are used only in a metal-working shop, bear witness to the fact that this is the site of a smithy in which intensive work was being done over a long period. Bronze sheets cut or broken to pieces, big plates riveted together, bronze handles for kettles, many lumps of iron, sickles, keys,

hoes, nails and knives form an enormous scrap-heap. There are also heaps of slag and worked rods of iron and bronze, as well as casting moulds made of stone or bronze. One of these moulds (Fig. 1) is cut out of argillaceous slate and was evidently intended for casting an ornamental wheel with four spokes.

The most valuable object found in the Býčí Skála is a cast-iron ring (Fig. 2). It is one of the most valuable objects of prehistoric discovery, as it corrects our view as to the date at which the invention of the art of casting iron was made. I am prepared to submit this treasure *in natura* at the next meeting of English prehistorians, so that they may inspect it in detail. They will, I think, be as surprised as all the prehistorians to whom it has already been shown; but the surprise of the metallurgists will be greater still.



FIG. 1. A MOULD CUT OUT OF ARGILLACEOUS SLATE AND ONE OF SEVERAL FOUND IN THE BÝČÍ SKÁLA SMITHY SITE: EVIDENTLY USED FOR CASTING AN ORNAMENTAL WHEEL WITH FOUR SPOKES AND DECORATED WITH BOSSES.



FIG. 2. "ONE OF THE MOST VALUABLE OBJECTS OF PREHISTORIC DISCOVERY": A CAST-IRON RING, FOUND IN THE BÝČÍ SKÁLA CAVE AND DATING FROM ABOUT 600 B.C., SHOWN IN ACTUAL SIZE FROM FIVE DIFFERENT ANGLES. THIS DISCOVERY DRASTICALLY REVISES THE PREVIOUSLY-HELD BELIEF THAT IRON-CASTING WAS NOT DISCOVERED UNTIL THE FOURTEENTH CENTURY A.D.

There is a reason why a smithy was installed in the Býčí Skála. The neighbouring hills are rich in ore and form part of the Silva Luna of the Romans, where, since time immemorial, iron-ore has been worked in pits and foundries. The Býčí Skála was a very convenient place to turn lump iron-ore into bars for merchandise.

Work in the smithy must have been going on for a long time before the funeral sacrifice, as is shown by the quantity of used-up tools found on the scrap-heap. It may be shown, too, that work in the smithy must have stopped abruptly. The many unfinished objects prove that some momentous event took place which interrupted the peaceful work in the smithy, never to be resumed. The smiths of old must have stood at their anvils for many a peaceful day until that terrible and unexpected event which stopped their work and drove them away from their peaceful valley for ever.

### THE PALÆOLITHIC STATION.

The Býčí Skála cave lies north-east of

Brno, in Czechoslovakia, in a district where there are two lovely parallel valleys, both containing many caves. The southerly one is the Hadeker Valley, with the Pekárna cave on the eastern slope. The northerly one is the Josef Valley, with the Býčí Skála on the western slope. Near the centre of this western slope there is a perpendicular mass of rock with an abundant karst, or limestone, spring, and within a glen, behind a rock, is the opening of the Býčí Skála. In the time of Dr. Henry Wankel, my grandfather, who worked here in the seventies of the last century, the cave consisted of a tunnel 368 metres long, ending in a deep pool (Fig. 3). The visitor first enters a big hall, 50 metres long, 20 metres broad and 16 metres high, which is dimly lit by light filtering through a small opening in the rock. (In this hall or chamber lies the smithy site, and this was also the scene of the Royal Funeral of the Hallstatt Period, described in our issue of October 19.) From this he passes to another chamber, very high and about 40 metres long. Wankel began its exploration in 1867. The indomitable zeal of the born investigator prompted him to try his luck with a random excavation, which was rewarded with the most astonishing success. He recognised that the place had been the camp of prehistoric hunters, for he found a human skeleton and, intermingled with it, bones of pleistocene animals, such as reindeer, bison, wolf, polar fox, etc. Professor Hyrtl (d. 1895), the great anatomist, reported on the letter which the Academy of Science received from Wankel. This report excited great interest, as this was the first fossil human skeleton of the Předmostian race found in Central Europe, and we must regret that no anthropologist devoted himself to its study.

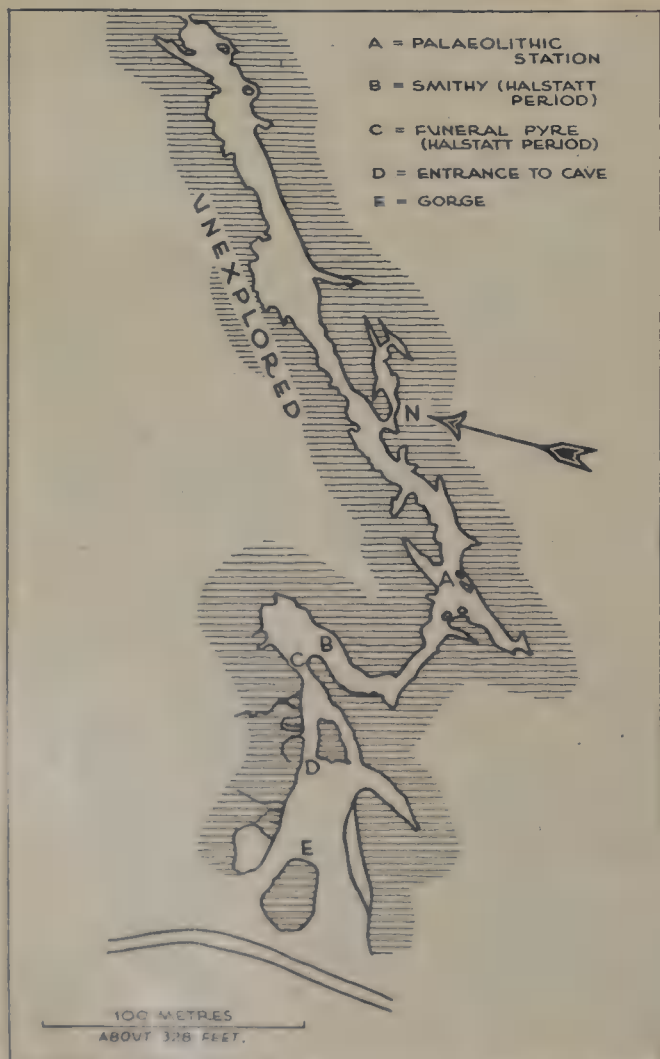


FIG. 3. THE SCENE OF PREHISTORIC MORAVIAN CRAFTS AND CEREMONIES: A MAP OF THE BÝČÍ SKÁLA CAVE, SHOWING THE RELATION OF THE FUNERAL, SMITHY AND PALÆOLITHIC SITES.



FIG. 4. THE PALÆOLITHIC STATION IN THE BÝČÍ SKÁLA CAVE DURING EXCAVATION IN 1936, SHOWING EXPLORATORY TRENCHES AND THE STRATA IN SITU. THE WHITE LAYER (CENTRE) IS THE SAND AND SINTER OF THE HIATUS-PERIOD, WHEN MORAVIA WAS A "NO MAN'S LAND."



Of equal importance is the fact that Wankel established the order of the succession of the strata. He found seven layers, one on top of the other, with, at a depth of five metres, a very primitive culture containing rough artifacts of quartz which he regarded as the culture of the cave-bear hunters, *i.e.*, the Acheulean-Mousterian. Over this was a more recent palaeolithic layer with nicely-worked patinated blades, drills, scrapers, etc., which Wankel attributed to the reindeer-hunters of the Magdalenian. Above the Magdalenian layer every trace of man vanishes suddenly. This signifies that the pleistocene culture was brought to an end by a catastrophe—the catastrophic period being represented by a sterile hiatus-stratum which, in turn, is covered by a layer of sand, more than two metres thick, brought in by floods (Fig. 4). We find this order of strata in the section



FIG. 5. A SPEAR-HEAD OF QUARTZ, DATING FROM THE PRIMITIVE AURIGNACIAN PERIOD (100,000-70,000 B.C.), FOUND IN THE BYČÍ SKÁLA. (ACTUAL SIZE.)

given by Wankel and verified in my own reconstruction (pages 594-595)—a valuable result from the historic point of view, as Wankel's succession of pleistocene cultures was the first to be established in Central Europe, and, what is still more interesting, shows that the first traces of palaeolithic cultures were found in the soil of the old Austrian Monarchy. Wankel did not continue his excavations at this site; at another the capricious Goddess of Fortune granted him an even more splendid find. In 1870, in the entrance hall of the cave, he struck on the remains of an enormous funeral pyre, evidently the site of the cremation of some prince, whom his wives, servants, warriors, domestic animals, horses and treasure followed in death at the bidding of some mysterious and ghastly creed.

Wankel's discoveries in the Byčí Skála were so splendid that they would have gained him world renown had they been properly brought before the world in print and picture. However, the times were unfavourable for such investigations and Wankel's contemporaries did not



FIG. 7. A QUARTZ KNIFE USED BY THE INHABITANTS OF MORAVIA A HUNDRED MILLIENNIUMS AGO, AND FOUND IN THE BYČÍ SKÁLA CAVE. (ACTUAL SIZE.)

appreciate the significance of his work. If he failed in this, we must be glad that he succeeded in preserving his collections, and that they were taken over by the Imperial Museum of Vienna.

Since Wankel's time the excavations in the cave were taken up now and then in an inefficient way, only to be abandoned very soon. This remained so until 1922, when our period began. It was started by my friend K. Czižek, a very competent excavator, and culminated in a well-planned, scientific excavation on the largest scale, undertaken by the Anthropos Institute under my direction. We first divided the floor of the cave into 480 squares of one square metre each and then explored them, one after another, digging to the necessary depth. The work had been done on about 100 squares when we were stopped by the Second World War.



FIGS. 9 AND 10. PRIMITIVE ENGRAVING TOOLS, CHIPPED FROM QUARTZ BY EARLY AURIGNACIAN MAN IN MORAVIA. FOUND IN THE BYČÍ SKÁLA. A SECTION OF FIG. 10 IS ALSO SHOWN. (ACTUAL SIZE.)



Aurignacian, represented by macrolithic artifacts, made of quartz (Figs. 5-10). We find among them Mousterio-liths, rough scrapers and arrowheads, which simulate the oldest palaeolithic types. But we also find among them such highly specialised tools as scrapers, double drills, universal instruments, planes, double planes, etc. (Figs. 11-12), so that there is no doubt as to the



FIG. 8. A CURIOUS BOMB-SHAPED MISSILE OF CHIPPED QUARTZ, ONE OF THE MANY ROUGH ARTIFACTS FOUND IN THE LOWEST STRATUM OF THE BYČÍ SKÁLA. DATING FROM THE PRIMITIVE AURIGNACIAN PERIOD. (LEFT, DORSAL AND, RIGHT, LATERAL VIEW. ACTUAL SIZE.)

later palaeolithic origin of these objects. It is necessary to work out their morphology in order to understand the types. The chief fossil animal of this stratum was the cave-bear; that was the time when the cave-bear hunters flourished, the first prehistoric newcomers to Moravia from the East. This layer of old Aurignacian in the Byčí Skála is ten times as thick as that in the Pekárna, and it is obvious that the spacious Byčí Skála cave, situated near the spring, was more attractive to the cave-bear hunters than the Pekárna, high above the river. A local catastrophe—an inundation of long duration in all probability—forced the later Aurignacians to leave the Byčí Skála and to move into the Pekárna. These were the same race of mammoth-hunters, the same extinct race who built the big settlements of Predmost and Lower Veštonice. In both caves there followed, in the fourth glacial period, the Magdalenians or reindeer-hunters, who in this country lived in caves exclusively and never inhabited the surface stations built on marl. In the Byčí Skála the stratum of the Magdalenian culture is much thicker than the one of the Later Aurignacian. The whole culture of these palaeolithic inhabitants of Moravia is that of the

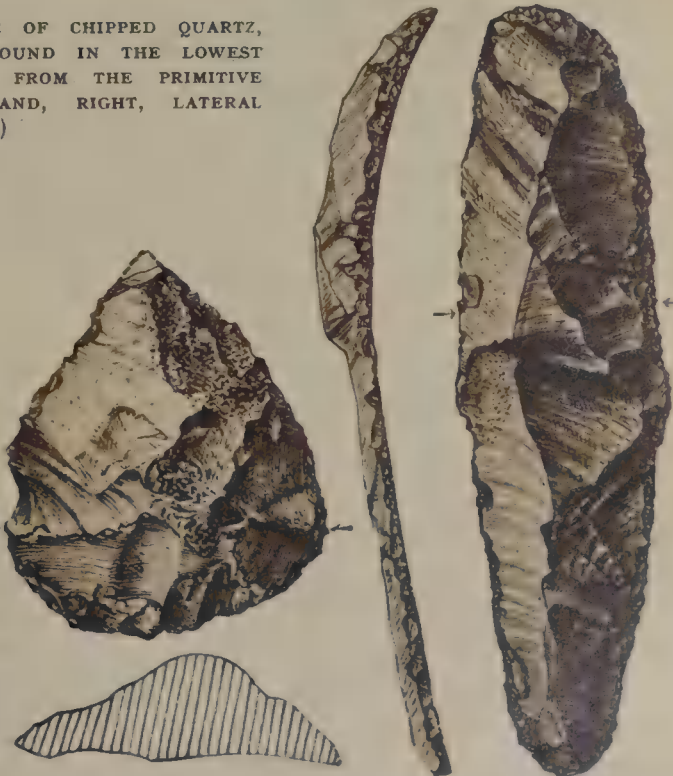
hunter. Then follows suddenly in both caves a catastrophic hiatus and the entire pleistocene culture disappears suddenly. Even more: with it disappears the whole

pleistocene fauna, mammoth, rhinoceros, bison, elk, reindeer, cave-bear, cave-lion, hyena, fossil wolf, polar fox, wolverine, etc. One must keep in mind that the whole fauna was destroyed. This cataclysm must have been brought about by some equally cataclysmic events, probably plagues, which changed Moravia for a long time into a "No Man's Land."

In the Pekárna this hiatus is indicated by a sterile layer of travertine, almost 0.5 metres thick, which can be explained only by the dissolution of the roof of the cave by tremendous rainfalls. To this corresponds in the Byčí Skála a layer of sinter or travertine and enormous deposits of sand (Fig. 4), which show that the inundations which deluged this cave were confined to the valley, but failed to reach the Pekárna, higher up the slope. Such conditions must have prevailed in the Byčí Skála much longer, for in later times the Pekárna was inhabited again. This is proved by numerous finds dating around 4000 B.C., whereas there are no traces from this period in the Byčí Skála. Only at a later time, in the Hallstatt Period, the hammers of the old iron-founders clanged and the cries of the mourners sounded at the princely funeral in our cave.



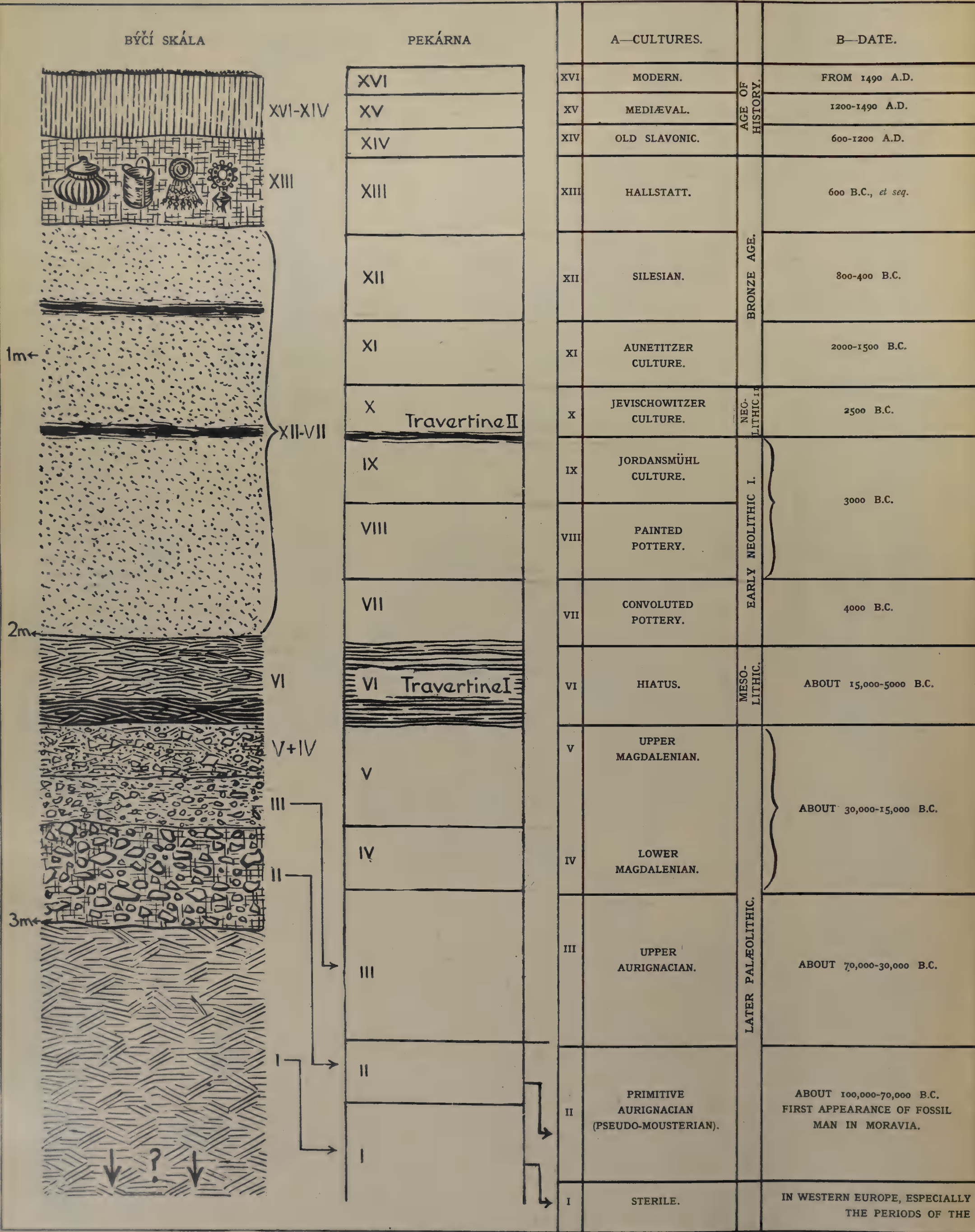
FIG. 6. A QUARTZ DRILL OF THE PRIMITIVE AURIGNACIAN OR PSEUDO-MOUSTERIAN PERIOD. FOUND IN THE BYČÍ SKÁLA PALAEOLITHIC STATION. (ACTUAL SIZE.)



FIGS. 11 AND 12. FINELY-WORKED HAND TOOLS OF THE REINDEER-HUNTERS OF THE MAGDALENIAN PERIOD. TWO EXAMPLES FROM THE JASPER, CHALCEDONY AND FLINT ARTIFACTS FOUND IN THE UPPER LAYERS OF THE PALAEOLITHIC STATION IN THE BYČÍ SKÁLA. (ACTUAL SIZE.)



100,000 YEARS OF CENTRAL EUROPEAN HISTORY: RECENT

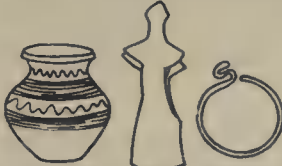
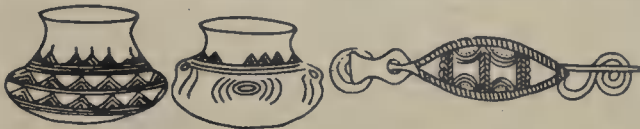

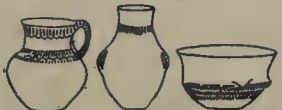


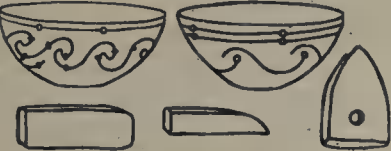


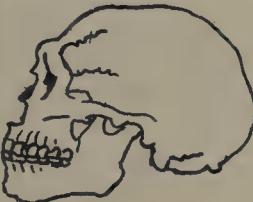
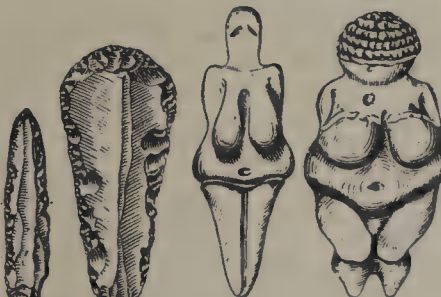

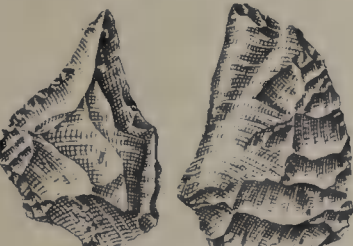


In our issue of October 19 we published a fully illustrated article by Dr. K. Absolon, the celebrated Czech archaeologist, about the funeral sacrifice site in the Býčí Skála cave near Brno, in Czechoslovakia. In this number he writes of the discoveries of a culture of a much earlier date (100,000-15,000 B.C.) made in the second chamber of the same cave. In the illustrated scheme above he has related both discoveries in the Býčí Skála with the dates and cultures of Central Europe from the earliest times to the present

day, with an additional column giving the parallel development of man in the East. In the extreme left column he gives the various layers of the successive ages (I-XVI), which were first established in the Býčí Skála by his grandfather, Dr. Henry Wankel, and more recently confirmed by himself. Next come the similar layers in the Pekárna cave (a sister cave near by, explored by Dr. Absolon and described by him before the war); and it is interesting to note that in both caves is found the Hiatus, a layer of travertine or



MORAVIAN DISCOVERIES RELATED TO THE STORY OF MAN.

C—FAUNA.	D—MANKIND.	E—MATERIAL CULTURE.	F—CONTEMPORARY EPOCHS IN THE EAST.	
THE ANIMALS  OF TO-DAY,  ESPECIALLY  DOMESTIC ANIMALS.	POST-PLEISTOCENE.  HOMO-SAPIENS.	XVI NAPOLEONIC COINS IN THE PEKÁRNA.	BYZANTINE EMPIRE.	
		XIV  XV—MEDIÆVAL ARROWS IN THE PEKÁRNA. HISTORIC MORAVIA.		
		XIII HALLSTATT PERIOD IN THE BÝČÍ SKÁLA CAVE.		
		XII  URNS.	KING SOLOMON, ABOUT 980 B.C.	
		XI  DEVELOPMENT OF BRONZE AND HOUSEHOLD ARTICLES.	2131-2088 B.C. HAMMURABI'S LAWS IN BABYLON.	
		X  MIXTURE OF ALL CENTRAL EUROPEAN NEOLITHIC CULTURES.	ABOUT 2500 B.C., THE ORIGIN OF THE VEDAS.	
		IX  DECLINE OF PAINTED POTTERY.	ABOUT 3400 B.C., THE OLD KINGDOM IN EGYPT.	
		VIII  THIS CULTURE PRE-DOMINANT IN MORAVIA.	THE OLDEST CULTURE IN THE MIDDLE EAST : THE FIRST SIGN-WRITING IN MESOPOTAMIA, ABOUT 3300 B.C.	
VII  AGRICULTURE, ETC. : WITH THEIR CRADLE ON THE MIDDLE AND UPPER DANUBE.				
SPARSE TRACES OF THE ANIMALS OF TO-DAY, ESPECIALLY FOREST FAUNA.	NO TRACE OF THE PRESENCE OF MAN. FOSSIL MAN AND HIS DISTINCTIVE CULTURE, AS WELL AS THE PLEISTOCENE FAUNA, DISAPPEAR ; PROBABLY AS THE RESULT OF A CATASTROPHE, PERHAPS A FLOOD.			
 REINDEER, WILD HORSE, ARCTIC FOX, WOLVERINE, SNOW HARE, MARMOT, SNOW OWL.	DILUVIAN OR PLEISTOCENE. FOURTH ICE AGE.  THIRD INTERGLACIAL AGE.	THE REINDEER-HUNTER—NO SKELETON OF WHOM HAS BEEN FOUND IN MORAVIA.	VARIOUS PHASES  OF THE  LITTLE-KNOWN  CULTURES  OF THE SO-CALLED EGYPTIANS, CAPSIANS,  SEBILIANS  AND OTHERS.	
 MAMMOTH AND BISON.		 THE MAMMOTH - HUNTER. THE MAN OF PRE-DOMINANT—HOMO BRNO (BRÜNN) I-II.		 GREAT DEVELOPMENT OF STONE ARTIFACTS. BEGINNING OF SCULPTURE. GEOMETRICAL DESIGNS.
 RHINOCEROS AND CAVE-BEAR.		THE CAVE-BEAR-HUNTER. PART OF A JAW ONLY FOUND IN THE CAVE OF ŠÍPKA.		 VERY PRIMITIVE STONE ARTIFACTS : SCRAPERS, DRILLS AND BORERS.
FRANCE : MOUSTERIAN, ACHEULEAN, CHELLEAN OR ABBEVILLIAN (THE EARLY PALÆOLITHIC). THESE ARE MISSING IN MORAVIA AND AUSTRIA. DILUVIAN OR PLEISTOCENE AGE ARE APPROXIMATE ESTIMATES AS GIVEN BY PROFESSOR W. SÖRDEL AND PROFESSOR H. F. OSBORN.				

sinter and sand (dating from the period 15,000-5000 B.C. approximately) in which some natural cataclysm entirely destroyed human and animal life in the district and turned Moravia for a long time into a "No Man's Land." In the next column these layers are related to their successive cultures, and in the next to the great ages of the world and their approximate dates (during the Pleistocene Age, according to the estimates of Professors W. Sörgel and H. F. Osborn). Opposite these dates are given some impressions

of the animals known to have been living in Moravia, followed by the successive stages of human life in the same periods. Next are shown the material cultures of those successive layers, the evidence of man's handicraft and ingenuity growing from the simplest flints to the engines and art forms of to-day. In the last column, by way of including all mankind in a single cast of the eye, the contemporary epochs of the East are briefly given. Dr. Absolon's article on the Býčí Skála smithy and palæolithic site appears on pp. 592-593.



## VARIATIONS ON A THEME.

"FOUR STUDIES IN LOYALTY": By CHRISTOPHER SYKES.\*

An Appreciation by SIR JOHN SQUIRE.

MR. CHRISTOPHER SYKES, after years of war-experience, including parachute-drops in France and collaboration with the Maquis, now emerges as a matured and mellowed writer of prose and critic of men and their works.

The "loyal" objects of his study are diverse. One is his eponymous great-uncle, Christopher Sykes, who put his life, his fortune, and part of his pride at the constant disposal of his future sovereign, Albert Edward, Prince of Wales. One is a loud, short, globular, waggish, down-at-heels, and fascinating Persian guide and pimp in Isfahan, who dressed in so notably an European way as to put the loudest bookies to shame, and who persuaded himself, and, for a time, Mr. Sykes, that he had been a Balliol man and a millionaire in Russia; who worshipped England and, in the end, atoned for all his lies and abominable dissipations by serving her during the war and declining all temptations from the Germans at a time when he might have been risking not merely death but torture. One is a little town, and its forest environs, in the Vosges, whose inhabitants were utterly faithful, in spite of murder and deportation, when our men dropped in 1944 to create a diversion and produce an illusion of great force; whose adult male population was deported and worse than decimated, and whose women stood torture and saw their homes burnt down for the cause of France and decency. And the fourth essay, and longest and best, a book in itself, is about Robert Byron who, in 1941, at the age of thirty-six, disappeared in the Mediterranean and was never heard of more.

one of the outstanding figures of the age in which he believed and which he was resolved to serve.

The essay on the Persian Balliol man, who fell in love with Oxford when he briefly visited it as a youth, and naturalised himself, as it were, is a gem, poignant and amusing: had Sir Max Beerbohm ever turned his attention to Persia, he might have invented the brisk, fat, garrulous little Bahram Kirmani. The original Bahram, I gather from Omar, led a healthier outdoor life; but this one certainly seems to have been a "great hunter," if only of celebrities and vodka, in his way: and when Mr. Sykes wrote his obituary last year in a learned journal, he was pardonably "to his faults a little kind."

seriousness) in coming to maturity. He had a devouring desire to know the whole inhabited world and its history, and a passion for justice and liberty. His aim was—he once projected a vast panoramic



MR. CHRISTOPHER SYKES, THE AUTHOR OF THE BOOK, "FOUR STUDIES IN LOYALTY," REVIEWED ON THIS PAGE.

Mr. Sykes, who is a member of the well-known Yorkshire family and a descendant of the sporting Sir Tatton Sykes, is the author of several books. He has travelled much and his career has embraced diplomacy, art, the City and journalism. During the war he served with the Green Howards, the Commandos and the S.A.S. Brigade. He was mentioned in despatches and received the Croix de Guerre.



"IN THE VOSGES": A VIEW OF THE COUNTRY IN WHICH MR. SYKES CO-OPERATED WITH THE MAQUIS AND FOUND SO MANY EXAMPLES OF DEVOTION AND LOYALTY.

Illustrations reproduced from the book by Courtesy of the Publishers, William Collins, Sons and Co., Ltd.

history of the first Great War—to prepare himself for some culminating work. Meanwhile, he travelled widely in Europe and Asia, left several works, including an astoundingly precocious one on "The Byzantine Achievement," written when he was twenty-four, and a nearly great travel book, "The Road to Oxiana," which showed to the full his adventurousness, his curiosity, his humour, his eye for character, and his profound æsthetic appreciation.

The man comes to life here: his misleading superficial slowness, the heavy-lidded eyes with the whites showing underneath the pupils, the tendency to portliness; but also the sudden explosions of wrath and sarcasm which indicated the burning spirit within. And the quotations, amusing or sheerly beautiful, must surely send many readers in search of his books,

never sufficiently appreciated in his lifetime except by a few. "How many lives," Mr. Sykes ends, "even such as are considered to be distinguished and admirable, could compare in the quality of action with this fragment of a life? And surely, I thought then, and still think, Robert was a man to

The chapter on the Vosges town is a tribute mingled with a miniature "War Book": it is moving and graphic, but little related in subject or approach to the others.

The study of the great-uncle is, if I may say so, rather Strachey-ish. The great-uncle dissipated a large fortune and had his house sold over his head, because of his indefatigability in entertaining, in London and in the country, a Prince who found his companionship indispensable and did not count the cost. The great-uncle is bluntly called "a snob": which, in the absence of information as to his demeanour to other people, is an inadequate description of one who merely followed in the footsteps of those grandees who were ruined by Queen Elizabeth's progresses or by what they thought compulsory attendance on Louis XIV. at Versailles. The Prince, we are told, once poured a glass of brandy over Sykes's head, which trickled down his hair and beard, and led to the impassive remark: "As your Royal Highness pleases." This aroused general "paroxysms of laughter" and the Prince thenceforward made a habit of the libation. The picture is very much elaborated: the joke became a standing one, and was often repeated. But it is detached from its context. Sykes was ten years older than the Heir Apparent, and he was a gentleman: it is unlikely that he would have played refined Falstaff to Prince Hal without having an affection for the Prince as well as respect for the Throne. There were still lingering remains of the Corinthian tradition in the 'sixties and 'seventies, and grown-up men found fun in pranks which are nowadays only favoured by undergraduates after bump-suppers and the like: we have all known boys and men who were willing to be butts in order to "keep the party going": and I conceive that Sykes was chosen for the rôle because he could keep a straight face in the most embarrassing circumstances.

Were posterity to possess Mr. Sykes as only witness to the character and deportment of the future King Edward VII., it would be inadequately informed, to say the least: it could have no better witness to the nature and ways of Robert Byron, and it must be hoped that he will find himself able to write, or organise, a fuller memoir. Robert Byron, who lived to precisely the same age as his distant and illustrious relative, and had an equal love of Greece, whither he was returning when he was drowned, was slower (perhaps because of his circumstances and his deep



EDWARD VII., WHEN PRINCE OF WALES (LEFT; STANDING), WITH HIS FRIENDS AT GOODWOOD IN 1873. MR. SYKES, THE AUTHOR'S GREAT-UNCLE, IS SEEN SEATED ON THE LEFT BELOW THE PRINCE.

He was the author's friend and mine: it is evident that we agree that, had he lived, he would have been

\* "Four Studies in Loyalty." By Christopher Sykes. Illustrated. (Collins; 12s. 6d.)



THE 801-DISANT BALLIOL MAN AND MILLIONAIRE, THE PERSIAN GUIDE, BAHRAM KIRMANI: A SKETCH BY MR. SYKES, WHO HAS PORTRAYED HIS FANTASTIC CAREER.

be profoundly envied rather than pitied, because, for all the tragedy of this young death, he had already achieved the greatest of all ambitions: a life which was tremendously worth living."

That is the way we all console ourselves: and I suppose it is something.



# PEOPLE AND EVENTS OF THE WEEK:



DELEGATES TO THE MEETINGS OF THE UNITED NATIONS AT THE METROPOLITAN OPERA HOUSE, NEW YORK.

Delegates to the meetings of the United Nations took an evening off from the intricacies of international affairs to see a performance of "The Marriage of Figaro." In the box, draped with the flags of the four nations, can be seen Mr. Ernest Bevin, M. Maurice Couve de Murville, Mr. Byrnes, Mr. Vishinsky and Mr. Molotov.



MISS MAY SINCLAIR.

Died on November 14. Novelist and philosopher. Her first short story was published in 1895; first novel in 1896. First successful novel, "The Divine Fire," published in England and America, 1904, met with far greater success in America than England. In addition to novels and philosophical works, wrote a biography of "The Three Brontës."



MANUEL DE FALLA.

Spanish composer. Died in Argentina on November 14, aged sixty-nine. Born at Cadiz, he studied music in Madrid. First international success in 1913, when his opera "La Vida Breve" was produced in Nice. Other popular works include the ballet "The Three-Cornered Hat"; and the "Nights in the Gardens of Spain."

# PERSONALITIES IN THE PUBLIC EYE.



PRINCESS ELIZABETH IN EXETER: H.R.H. LEAVING THE GUILDHALL WITH ALDERMAN W. O. WILLS, THE LORD MAYOR.

Princess Elizabeth paid a two-day visit to Exeter on November 13 and 14, when she opened extensions to St. Loye's College for the training and rehabilitation of the disabled and visited the Royal West of England Residential School for the Deaf. She received a tremendous welcome as she drove through the bombed streets to the Guildhall.



THE OPENING OF THE NEW AUSTRALIAN PARLIAMENT ON NOVEMBER 6 BY THE GOVERNOR-GENERAL, H.R.H. THE DUKE OF GLOUCESTER (RIGHT, IN UNIFORM).

The Duke of Gloucester interrupted his visit to Melbourne to open Parliament for the last time on November 6 at Canberra. In his speech he referred to his impending departure and said it would have given him great pleasure to remain longer, but that it had been deemed expedient that he should return to London to assume duties

of State during the King's absence in South Africa. The Labour Government, under the Premiership of Mr. Chifley, was returned at the Australian General Election in September. It is the first time in its history that the Australian Labour Party, having won a General Election, has been given a renewed mandate three years later.



PANDIT MALAVIYA.

Died at Benares on November 12, aged eighty-four. Thrice President of the Indian National Congress: in 1909, 1918 and 1933. One of the last surviving pioneers of Hindu Nationalism. The originator and long the President of the Hindu Mahasabha. Founder and for many years Vice-Chancellor of the Benares Hindu University. Accompanied Mr. Gandhi to London in 1931.



A FLAME THAT WAS FLOWN TO BRUSSELS: THE DEAN OF WESTMINSTER LIGHTING A MINER'S LAMP FROM A FLAME AT THE TOMB OF THE UNKNOWN SOLDIER IN WESTMINSTER ABBEY.

On November 11 the Dean of Westminster lighted a miner's lamp from a flame at the Tomb of the Unknown Soldier in Westminster Abbey. M. Demarche (holding lamp), President in England of the Belgian War Veterans' Association, took the lamp to Brussels by air for the annual ceremony of lighting the torch over the tomb of the Unknown Warrior there.



SUPERINTENDENT J. M. WOOLCOMBE.

Appointed new Director of the W.P.N.S. in succession to Dame Vera Laughton Mathews. Served in the Intelligence Division of the Admiralty during World War I. Joined the W.R.N.S. in July 1939, and appointed Chief Officer at Plymouth. Superintendent of Personnel at W.R.N.S. Headquarters 1940-43. Has been Deputy Director W.R.N.S. since last May.



## FROM THE WORLD'S SCRAPBOOK: PHOTOGRAPHS OF TOPICAL INTEREST.



THE EMPEROR OF JAPAN APPROVES THE NEW CONSTITUTION, WHICH RENOUNCES MILITARISM AND WAR: THE SCENE IN THE COUNCIL ROOM OF THE IMPERIAL HOUSEHOLD. On October 29 the Emperor of Japan, at a session of the Privy Council, approved the new Japanese Constitution, which renounces militarism and war. The event was celebrated by a public holiday on November 3, when extra supplies of wine and cigarettes were issued.



THE ONLY JET-PROPELLED AIR-LINER IN THE WORLD IN FLIGHT: A PHOTOGRAPH SHOWING THE INBOARD ENGINES STOPPED WHILE USING THE "JETS."

The Lancastrian "Nene," the only jet-propelled air-liner in the world, made a flight to Le Bourget on November 18 *en route* for Villacoublay, where it was to stay for two days to give demonstration flights in connection with the French International Aeronautical Exhibition. The journey took 50 minutes.



FLOWERS FOR THE FALLEN: DUTCH WOMEN AND CHILDREN PAY TRIBUTE TO BRITISH SOLDIERS WHO GAVE THEIR LIVES FOR THE LIBERATION OF THE NETHERLANDS—THE ACT OF REMEMBRANCE AND GRATITUDE IN THE AMSTERDAM MILITARY CEMETERY.



In spite of the strain and preoccupations of the post-war world, the Dutch people have not forgotten those who gave their lives for the liberation of the Netherlands. Our photograph was taken in the Amsterdam Military Cemetery, where men, women and children keep fresh the flowers on the graves of British soldiers.

(Left.) On November 4 H.R.H. the Princess Royal unveiled a memorial tablet and named the main building of the Hospital for Sick Children, Great Ormond Street, in memory of the late Viscount Southwood, who had been associated with the hospital, of which he was Chairman, from 1939 until his death last April. Lord Southwood devoted much time to the needs of the hospital and rendered many services. The Princess Royal was a probationer nurse at the hospital from 1918 to 1920 and became President after the death of Lord Southwood. The main building was completed in 1938.



THE OPENING OF THE PARIS INTERNATIONAL AERONAUTICAL EXHIBITION AT THE GRAND PALAIS ON NOVEMBER 15: M. BIDAULT, WITH OTHER OFFICIALS, MAKING A TOUR OF INSPECTION—46 BRITISH COMPANIES ARE EXHIBITING AS WELL AS THE AIR MINISTRY, MINISTRY OF SUPPLY AND ROYAL NAVY.

COMMEMORATING THE LATE LORD SOUTHWOOD: THE PRINCESS ROYAL UNVEILING A MEMORIAL TABLET AT THE CHILDREN'S HOSPITAL.

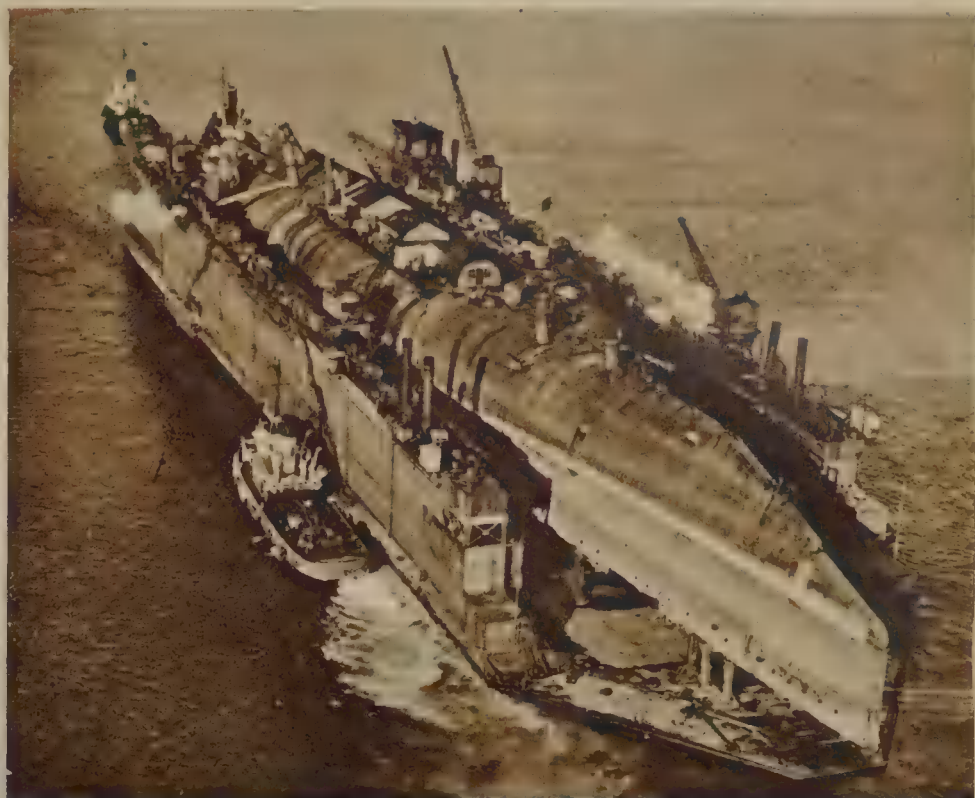


# POSTSCRIPTS TO TWO WARS; AIR AND FIRE DISASTERS.



A U-BOAT DESTROYED IN TEN SECONDS IN A U.S. NAVY TEST; THE RESULT OF A NEW TYPE TORPEDO FIRED AT CLOSE RANGE.

The U-boat 977, which surrendered to the Argentine Naval authorities in August 1945, was the subject of a U.S. test of a new type of torpedo fired at close range by the submarine *Atule*. The U-boat disintegrated and disappeared within 10 seconds of the explosion.



SCUTTLED IN SCAPA FLOW TWENTY-SEVEN YEARS AGO; THE FORMER GERMAN BATTLE-CRUISER *DERFFLINGER*, SALVAGED AND GOING TO BE BROKEN UP.

This photograph records the last journey of the *Derfflinger*. Scuttled twenty-seven years ago in Scapa Flow, she was recently salvaged and is seen bottom-up on a huge floating-dock, being towed up the Clyde to the breaking-up yards.



THE WRECKAGE OF A DUTCH AIR LINES DAKOTA WHICH CRASHED NEAR SCHIPOL; AN AIR DISASTER IN WHICH 26 PEOPLE WERE KILLED.

Twenty-one passengers and five crew lost their lives when a Dutch Air Lines Dakota from Croydon crashed and burst into flames near Schipol airfield, near Amsterdam. The pilot, Captain E. T. H. F. Moreton, and five of the passengers were British.



A SERVICE OF COMMEMORATION AND HOPE IN COVENTRY CATHEDRAL; ON THE SIXTH ANNIVERSARY OF THE CITY'S DESTRUCTION BY GERMAN BOMBS.

A Founders' Day service of commemoration and hope took place in Coventry's ruined cathedral on the sixth anniversary of the destruction of the city by German bombs. The weather was very bad and members of the congregation sheltered under umbrellas in the roofless cathedral.



SERIOUS DAMAGE BY FIRE TO THE CHURCH OF ST. MARY THE VIRGIN, OXFORD; FIREMEN EXTINGUISHING LAST EMBERS IN THE ORGAN.

The church of St. Mary the Virgin, in Oxford High Street, was damaged by fire on November 17. The organ and part of the roof of the chancel were destroyed. The fire broke out during the fortnightly Lutheran service. German prisoners helped to salvage church treasures and furnishings.



## NOTES FOR THE NOVEL-READER.

## FICTION OF THE WEEK.

WAR books continue; and what is more, the tired soil every now and then brings forth something new and vigorous, something it would be a pity to overlook. As, for instance, "My Past Was An Evil River," by George Millar (Heinemann; 9s. 6d.). The title derives from eight lines by Verlaine, as exquisite in their summing-up as the chapter-headings, from the daily Press, are nicely discordant. The daily Press may be called the villain here; it is more destructive than the poor, fat, fleeing "war criminal" Willy Wiedemeyer, or even than the Werewolf Kurt Preger, who does as much harm as possible, but whose power for harm is much more confined. Or perhaps the ultimate villain is ideology, of whatever species.

It all takes place in a valley of the Austrian Tirol, and the narrator is a French "slave." Gustave has escaped from Dachau, and now his chief dread is of being uprooted and returned to France as a displaced person. He knew Willy long ago, when they were both waiters in Paris; then Willy became Hitler's friend and a man of mark; now times are changed, and here he is again, fat and frightened, with an admirable wife and two lovely girls, dewy and well-brought-up as nice girls can be. Their father adores them, and though his plan for safety is to get in with the Americans, the proximity of an American "rest camp" scares him into fits; as well it may, for it is the scene of one prolonged revel, to which whole truckloads of prostitutes are being driven from far and wide. Yet with Kurt Preger loose about, the danger from roving drunks is nothing to that of a protection bought with tales of Hitler and Eva Braun. Willy does not like his own rôle—the ignoble chit-chat is prodded out of him, by correspondents for whom nothing can be too fatuous; but in Kurt's eyes, it will be filthy treason. And what with Kurt, and the mad hotel keeper, and the Pressmen chasing "incidents" and crying for vengeance in the name of democracy, it looks to Gustave as though his valley, so sane and sweet a refuge in wartime, will not survive the peace.

Between the fast movements there is a great deal of South-Windish conversation; and always Gustave, the anonymous, pervasive, ironic alien, gives the tone. He has no theories, but takes people as they are, and they respond brilliantly to this detached view. How very stale, one can't help feeling, most novels: how worn the action, how religiously the characters think and speak what is proper for them. Here we have the play of an original mind.

"Maquisard," by Albert J. Guerard (Longmans; 7s. 6d.), eludes a charge of slightness by its sub-title, "A Christmas Tale." It is the Christmas of the Rundstedt offensive. The Ruc Brigade, wet and weary, has been holding a pocket of German troops; now it is to be relieved by two fresh divisions. Its work is over; its men will be dispersed among the regular army—and how will some of them endure it? They are too old, too tired; they have been outlaws too long. Take Jean Ruyader. His wife was shot as a hostage, leaving four small children, one of whom he has never seen; he has been wounded eight times; he drinks like a fish, and walks the liberated streets in contempt and anger. All collaborators, is his verdict on the mass of his fellow-countrymen. What will become of Jean? He even dreads the meeting with his children, now that Christmas leave is to make it possible. Then comes the break-through. There will be no leave, no Christmas; back to the war! But not till Jean has been indulged with the happy ending which every Christmas tale ought to have.

One cannot grudge him a new life, but it is not half so convincing as what went before—the grim, embittered arrogance of the maquisards, the pathos of their battered figures in the sleek herd, their resentment of the smart professionals who eye them so superciliously. The problem is real; the solution and the point of view are conventional. And when the Colonel, by way of cheering up his tired men on their return to duty, observed that all over the world there would always be civil war, I thought of Gustave's valley with much regret.

We are told that "Arch of Triumph," by Erich Maria Remarque (Hutchinson; 10s. 6d.), reveals the great novelist; that "it is a story of love and passion realistic to a degree but never unpleasant." This last seems an old-fashioned claim. Certainly no one will turn a hair at Dr. Ravic's professional or sex life; the question is, will it not be found rather slow? Ravic is a German refugee, without papers, living illegally in Paris as a "ghost" surgeon. He has a mistress who expects him to share her with richer men. He has a Nazi torturer to hunt. And when war breaks out, he will be put in a concentration camp. Even with episodes, this is not much to fill a book. Yet the book is long, for the doctor's reveries are interminable, and his love-speeches more elaborate than I can well convey, and it seemed at times as though our unflagging interest was being demanded upon moral grounds. I do not mean that "Arch of Triumph" is pretension and nothing more. It has its effect; the hopeless, dead-end atmosphere of the refugee world, the sense of streets and cafés and eternal rootlessness, is brought home to one. But the slender plot has to bear up such a deal of fine writing.

Stretching a point, one may still call "Arch of Triumph" a war book; with "Mrs. Christopher," by Elizabeth Myers (Chapman and Hall; 8s. 6d.), we are on different and higher ground. Mrs. Christopher is being blackmailed—not for her own sins, for she has none. Out of compassion for three fellow-victims, she shoots their tyrant. Of course they expand in gratitude, and swear to keep her secret for ever; but her son, a high official at Scotland Yard, is convinced that they would all inform if it were made worth their while. Rather surprisingly, she gives him leave to try the experiment. And we see how each in turn is tempted and falls, and how the Judas-money proves, in each case, a bitter mockery. Mrs. Christopher surrenders, as she always meant to do, still unflinching in her gospel of love, and with none but charitable thoughts of those who have sold her.

It is an original and lofty theme, worked out with rare ingenuity, yet it does not quite come off. Its manner halts between poetic fable and a dubious kind of realism. For while the mundane side has an air of guesswork the gospel strain is by no means pure of false notes. Yet in the run of neat successes, read and forgotten in one movement, this book stands out. This is a work of imagination; it has a truly admirable shape; and it is like nothing-else. K. JOHN.



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Professor Arthur Pan's exhibition of portraits at Frost and Reed's New Bond Street Galleries opened on Wednesday, November 13, and continues until November 27. *Illustrated London News* readers will remember the numerous examples of his work which we have reproduced, especially the fine portrait of Mr. Winston Churchill specially painted for *The Illustrated London News* which we gave in colour in our issue of May 12, 1945. Professor Pan was born in Budapest in 1894, came to England in 1937, and soon built up a big reputation which will be strengthened by the portraits exhibited in his present show—his first in England.

adequately with maps and photographs and a drawing from *The Illustrated London News* showing how Sergeant W. Evans won the Bar to his M.M. near Pizzo.

Now back to "Civvy Street." The prefabricated house has been very much in the public mind. It has its advocates and its opponents. John Glog and Grey Wornum, F.R.I.B.A., are among the former. They assert unequivocally that if enough people would forget their preconceived ideas about

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## BOOKS OF THE DAY.

## WHICH TELL OF SOLDIERS AND SAILORS.

GEORGE BLAKE is an enthusiast on ships. Where they are concerned he's a practical idealist. A ship is not built to be either beautiful or romantic, he believes, but to do a given job. So he can say: "The hopper-barge taking the sludge of dredgings out of the Clyde, Mersey or Tyne is thus as beautiful in its order as the *Queen Mary*." Yet he declares that whilst we may assume that men first built boats for the simplest of economic reasons, the evolution of the boat into the ship was more romantically inspired. There is romance in ships—romance in abundance—as Mr. Blake perforce shows in "British Ships and Shipbuilders" (Collins; 4s. 6d.), even while he delves into their history and explains technical details. And he has splendid allies in the artists who have seen beauty in ships. The illustrations to his book are numerous and delightful. They range from the drawing of an Elizabethan man-of-war in a sixteenth-century manuscript to a Cunard Line poster of the *Mauretania*, from J. M. W. Turner's little-known water-colour depicting the first steamship on the Thames to Muirhead Bone's drawing of the return from Dunkirk.

Some of these illustrations constitute a line of stepping-stones to a volume which may not attract at first, simply by reason of its title. "London is Invincible," by Dorothy Hood (Hutchinson; 21s.), is very much more than a record of the capital under the terror of Göring's Luftwaffe. Its author uses the bombing and its effects as a starting-point from which to launch out into descriptions and accounts of the antiquarian attractions of London, the traditions enshrined in its place-names, the undying history that runs from Boadicea's burning to Hitler's. Here is old wine in a new bottle; and a rich vintage it is.

As Miss Hood remarks: "Every now and then some broken bit of London starts a train of thought." It may be a splintered façade commemorating Queen Victoria's first Jubilee, or the burnt-out Foster Lane with the rich and glittering aura given it by the goldsmiths, whose Hall has been there since the fourteenth century. Whatever it be, Miss Hood can tell you something rare and refreshing about it.

When "Monty" received the Freedom of this City of London at bomb-scarred Guildhall, he quoted Drake's words to Queen Elizabeth: "I have not in my lifetime known better men and possessed with gallanter minds than your Majesty's people." There is an aptness in their recollection in that historic hall which is indicative of much that is to be found in the Field Marshal's personal messages to his troops. These are now published under the title "Forward to Victory" (Hutchinson; 5s.), together with the Guildhall speech and a subsequent speech when receiving the Freedom of Portsmouth. Such messages are worth studying; they not only show the man, but go far to explain his success in the field. And they can be a stimulus to-day, when a disgruntled weariness is apt to manifest itself.

The effect of Montgomery's assumption of command of the Eighth Army was described by Mr. Churchill as nothing short of "electrifying." Major H. A. De Weerd, the American military historian, recalls this in an analysis of him in "Great Soldiers of the Second World War" (Robert Hale; 15s.), in which he seeks to evaluate eleven men. These, in order of appearance, as the theatre programmes have it, are Gamelin, De Gaulle, Wavell, Rommel, Montgomery, Hitler, Churchill, Timoshenko, MacArthur, Chiang Kai-shek and Eisenhower. The studies are extremely interesting to the general reader as, doubtless, they are valuable to the student of war. Major De Weerd believes that De Gaulle will be remembered not for his personal idiosyncrasies but for his great moral and military gifts; that Wavell was the first British soldier in the war to co-ordinate effectively the full power of British sea, land and air forces in a single campaign; that Rommel was unquestionably a tactician and military organiser of real ability—"he might have been a great soldier but he was certainly not a great man"; and we may smile at his use of Mr. Harold Laski's 1943 view in summarising Winston S. Churchill's contribution to ultimate victory—"No citizen of Great Britain with any love for his country is likely to underestimate the debt it owes to Mr. Churchill."

Two more war books, "Onward From D-Day," by Major-General H. Rowan-Robinson (Hutchinson; 16s.), is a somewhat loosely-constructed, condensed commentary on many big happenings, ranging from the liberation of France and the Battle of the Bulge to the Soviet victory, the Burma campaign and war in the Pacific, and ending up with a study of the problems of future warfare. This is compressing a quart into a pint pot with a vengeance. A little more time and thought devoted to the compilation, with more literary organising ability, would have worked wonders; for the matter is there.

"Three Assault Landings," by Lieut.-Colonel A. E. C. Bredin, D.S.O., M.C. (Gale and Polden; 8s. 6d.), tells the story of the 1st Battalion The Dorsetshire Regiment in Sicily, Italy and North-West Europe. We shall doubtless have many more of these "regimental" records; if so, their writers would be well advised to study Colonel Bredin's book. He tells his story clearly and without undue dramatisation of events, and he illustrates it

to live in their own stimulating, convenient and revolutionary century, "all the people could have good, cheap, comfortable houses, so easy to run that harassed housewives would not be old women at forty." They clinch this assertion with facts, figures, diagrams and other practical details in "House Out of Factory" (Allen and Unwin; 15s.), which gives the answer to pretty well every question the houseless can pose about methods, durability, cost, appearance, and so forth. According to the authors, the factory-made house could and should last for half a century and be extremely comfortable, for its cost will be low enough to enable all kinds of appliances to be used which will make for smooth running. W. R. CALVERT.



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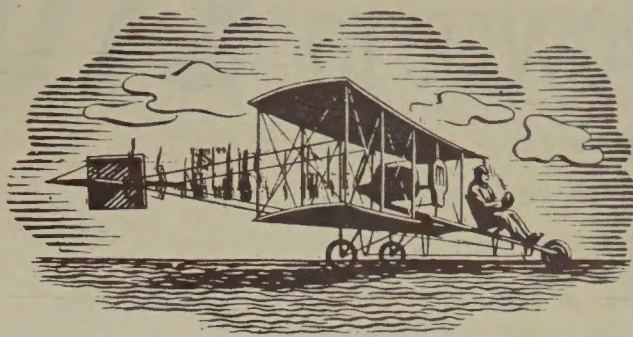
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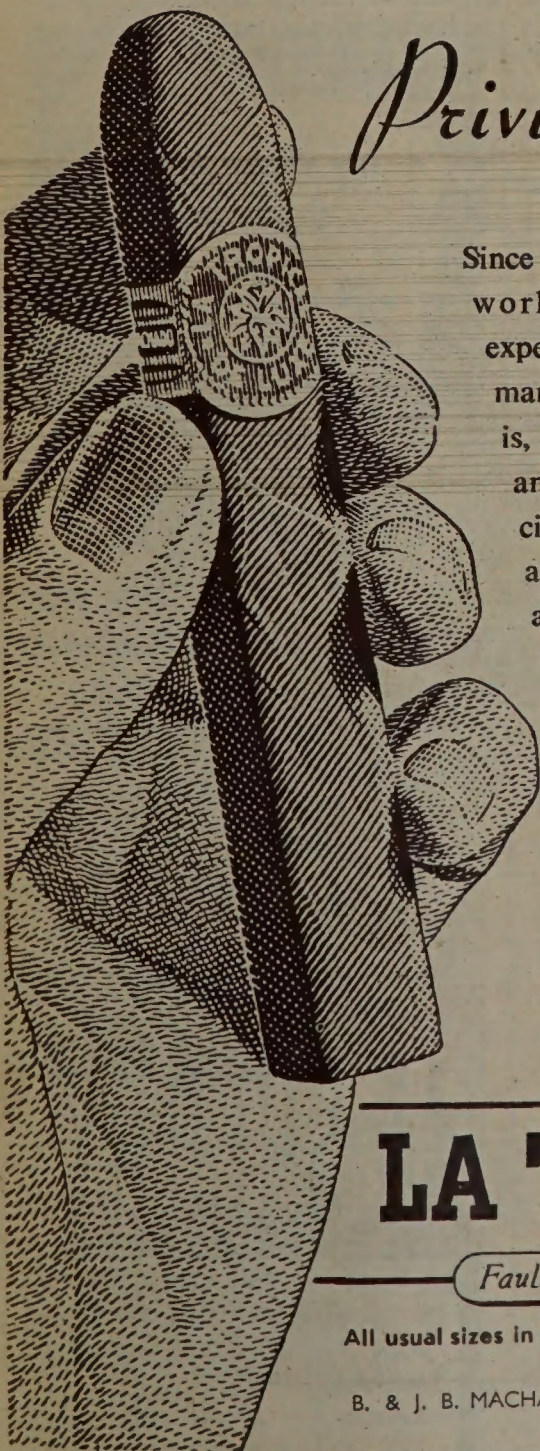
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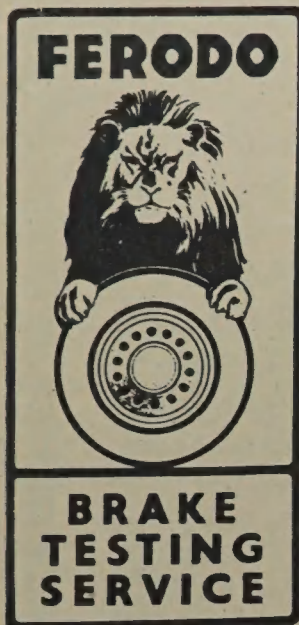
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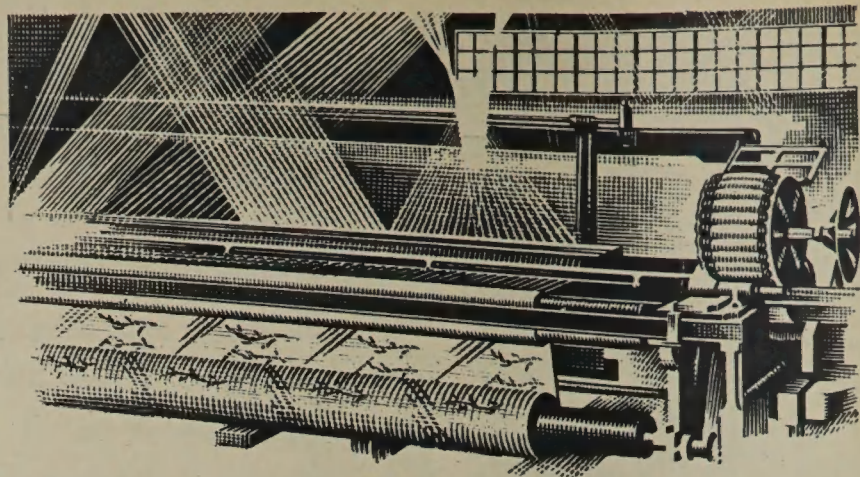


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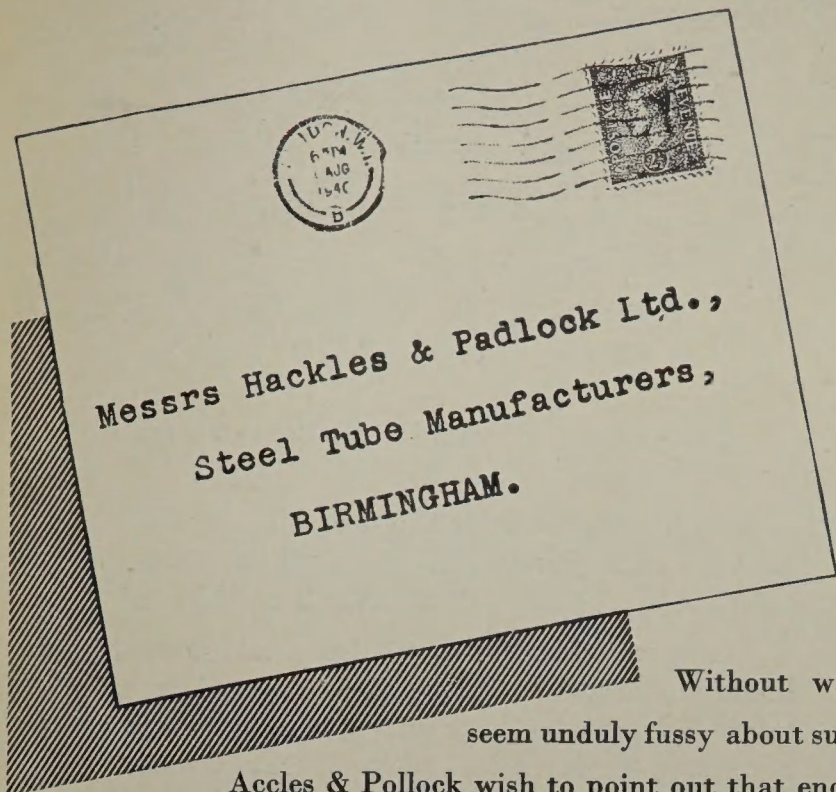
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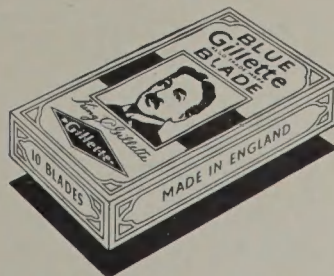
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